



MARCH, 1948

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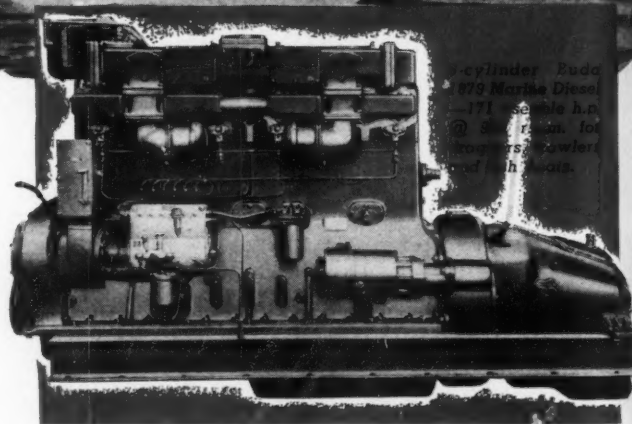
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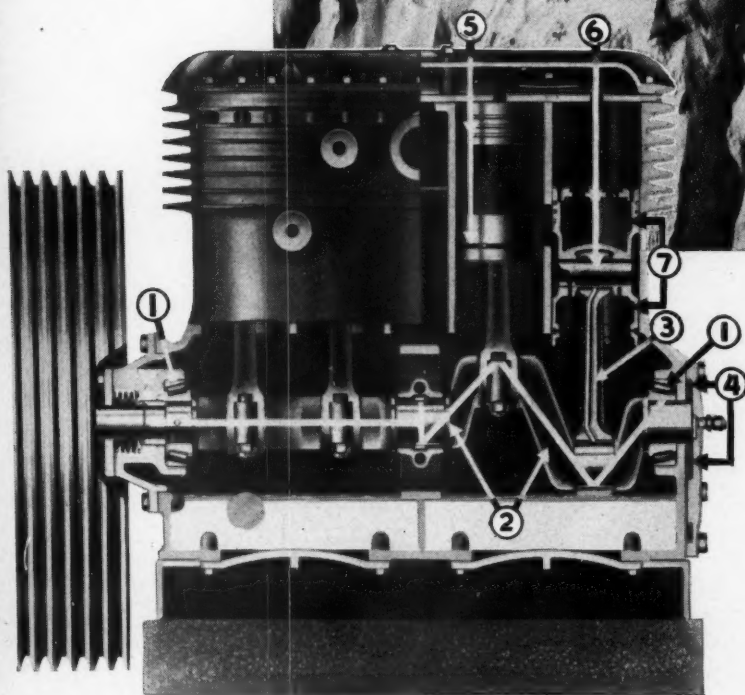
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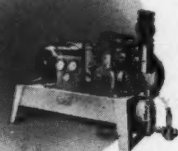
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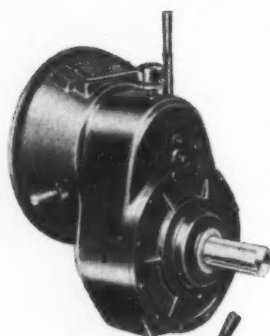
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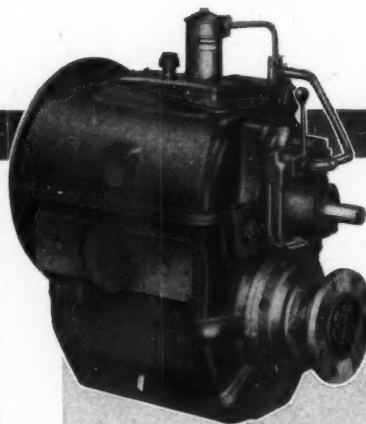
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Fast Action

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MG-301

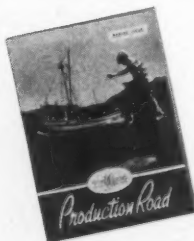
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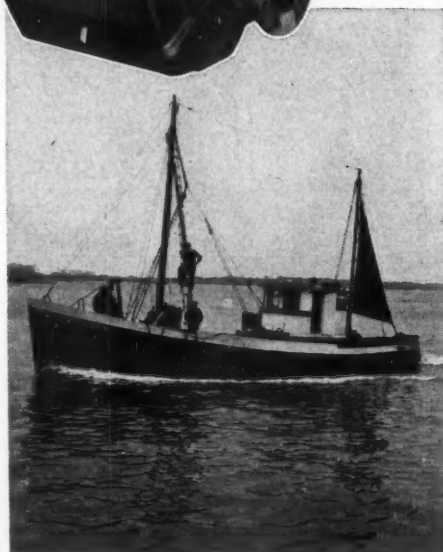
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For information on Marine Gears, write to the TWIN DISC CLUTCH COMPANY, Racine, Wisconsin (Hydraulic Division, Rockford, Illinois).



The Marine Issue of PRODUCTION ROAD is off the press. Its 24 pages contain dozens of illustrations of Twin Disc equipped boats from all coasts and inland waterways. There also is a survey of West Coast activities and an article about the new "Deep Sea" with its Hydraulic Torque Converter. Write for your free copy today.



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Marine Gear

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Editorial, Circulation and Advertising Office: Goffstown, New Hampshire

Published Monthly by Atlantic Fisherman, Inc. 25 cents a copy, \$3.00 a year

Advertising Representatives: Kennedy Associates, 60 E. 42nd St., New York 17; Nourse Associates, 412 W. 6th St., Los Angeles 14.

VOL. XXIX

MARCH 1948

NO. 2

North Atlantic Fisheries Treaty Would Promote Conservation

Real progress has been made in the preparation of data necessary for the drafting of an International treaty covering fishing operations in the North Atlantic. The work is being carried out by the State Department through Wm. E. S. Flory acting head of the fisheries section, and Robert W. Tyson, who was engaged to handle the North Atlantic project. Preparations now are underway for effecting negotiations of the first draft at an International conference.

Thus far, the project has been financed by a \$25,000 appropriation which the State Department received last year. In order to carry through the program, it is necessary to secure an additional appropriation of \$30,000. Because the Bureau of Budget failed to sanction the expenditure, the Federal appropriation bill passed the House without it. However, Senator Theodore Green of Rhode Island, who sponsored the original appropriation, has added the necessary \$30,000 item to the Senate appropriation bill, and it is hoped that favorable action will result.

The need for an International treaty to conserve North Atlantic fishery resources is well recognized. Howard A. Schuck, Fish & Wildlife Service biologist, who has been investigating the problem of depletion, estimates that New England fishermen last year threw overboard 17 million unmarketable baby haddock which if left until this year, would have yielded an additional 30 million pounds. The proposed treaty would set up regulations to protect small fish by requiring larger mesh nets and establishing a minimum legal market size.

For several years the United States, Canada, and Newfoundland have conducted informal discussions on methods to conserve the North Atlantic fisheries. Studies conducted by William C. Herrington of Fish & Wildlife Service, published in 1941, indicated that uncontrolled fishing was endangering the supply of haddock. Although there is no official report on other species, there is evidence that conservation measures soon will be needed to protect the Atlantic halibut, the cod, and the rosefish.

As outlined in its preliminary draft, the treaty would be applicable to species of commercially important groundfish in the North Atlantic, which scientific evidence shows are in danger of depletion.

The suggested area embraces important fishing grounds of the Northwestern Atlantic, including Georges Bank, the Nova Scotian Banks, Grand Banks, and other smaller grounds north to Greenland and east to the Flemish Cap. It would not include the area west and south of the eastern end of Long Island. It is contemplated that the whole area might be divided into sub-areas which, in general, are individually important fishing grounds.

It is understood the proposed agreement includes no specific regulations but will contain general overall authority to permit the formation of regulations should they become necessary. Consideration is being given to establishment of a commission with equal representation from each country, and it is expected these commissioners would be State and Federal government officials who are trained in fisheries.

It is expected that in addition to the United States, Canada, and Newfoundland, three or four European countries, whose

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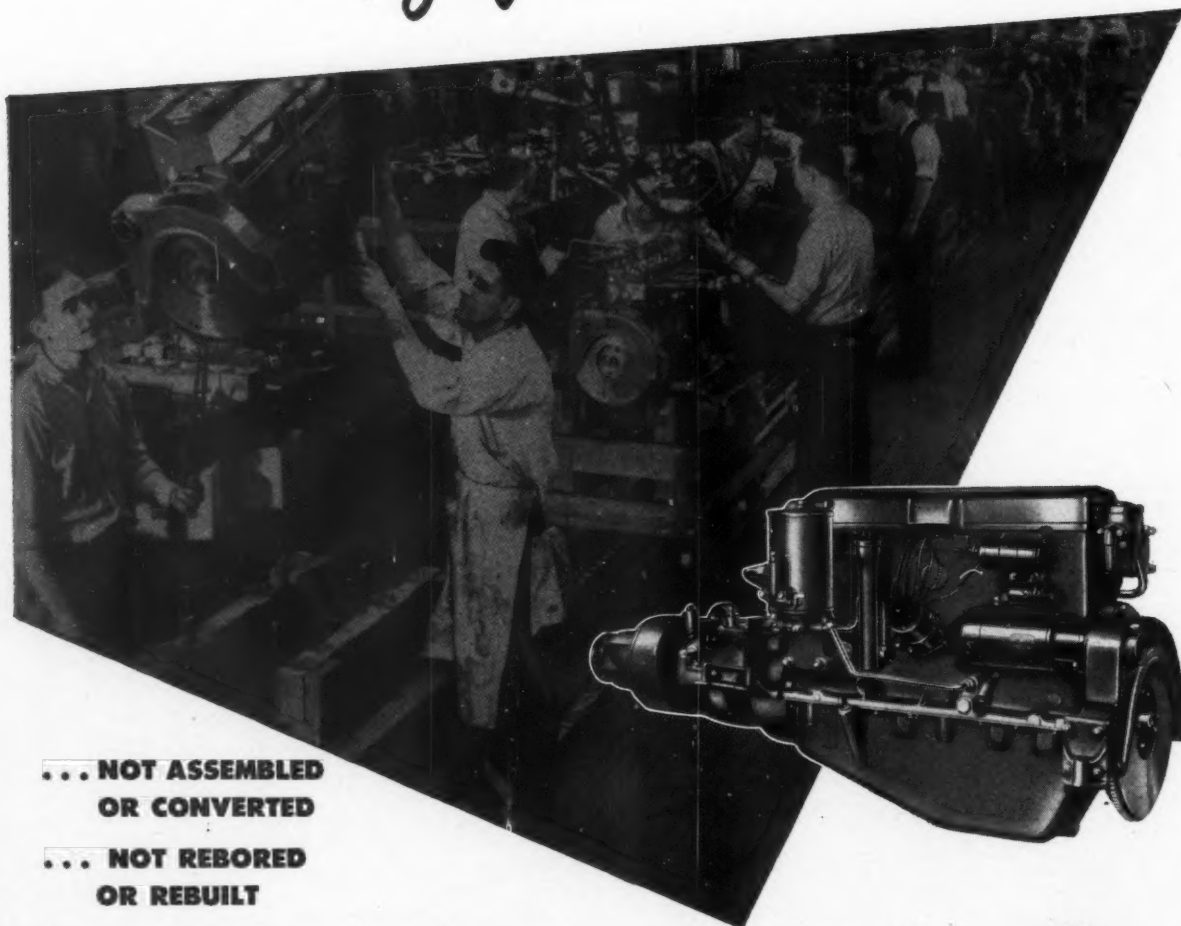
nationals have for many years fished in the area, might participate in the agreement.

The provisions of the proposed treaty have been developed through numerous conferences among representatives of the State Department, the U. S. Fish & Wildlife Service of the Interior Department, the Department of Commerce and the Tariff Commission.

The State Department is laying the treaty proposals before boat owners' and fishermen's organizations and State conservation officials for consideration and suggestions. It is the aim of the Department to have the treaty interfere as little as possible with existing fishing procedures, while at the same time insuring necessary conservation measures.

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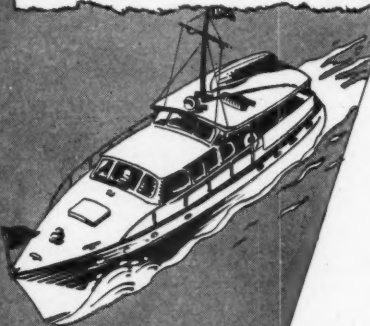
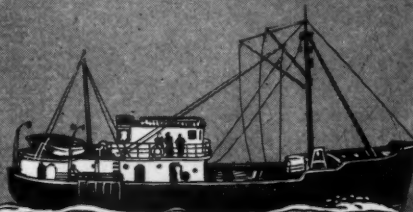
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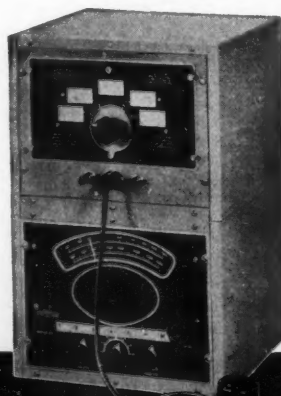


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The Sounding-Lead

TIDELANDS FISHING—A three-judge Federal Court in California recently sustained the State's right to control the mesh size of fishing nets used in California waters. Previously a temporary injunction had been granted against the California Fish and Game Commission from enforcing the new net law (calling for a 5" mesh) on the ground that the State's tidelands waters within the three-mile limit are under control of the Federal Government.

The case has attracted nationwide attention since it is the first one of any consequence which raises the question of Federal control of tidelands waters following the recent Tidelands Oil Case decided by the Supreme Court. Many bills now are pending in Congress to quitclaim all tidelands to the States in view of the Supreme Court decision.

As of the early part of March, H. J. Res. 299, which was introduced by Congressman Colmer of Mississippi and would give the Federal Government authority to regulate all fishing in tidewaters, had not been discussed. Judiciary Committee spokesmen said the measure probably would be turned over to the Merchant Marine and Fisheries Committee.

BOAT INSPECTION—The apprehension over the possibility of Federal inspection of fishing vessels now appears unwarranted. Congressman Lane of Massachusetts did introduce H.R. 4843 with the idea that it would provide Federal inspection of fishing vessels as well as certain types of yachts and certain commercial craft not now subject to inspection. It is also true that the Coast Guard and some other authorities believe that additional types of vessels should be subject to some Federal regulation, so that accidents may be decreased.

But any broad extension of such authority would make necessary an appropriation much larger than the Coast Guard now has for this purpose. The Coast Guard budget for the fiscal year 1949 contemplates no increase in the scope of Federal inspection.

Fisheries operators plan to protest application of the bill to fishing vessels when the House Merchant Marine and Fisheries Committee holds hearings.

FILLET IMPORTS—Imports of groundfish fillets for January, 1948 totalled 3,518,000 lbs., or more than twice the 1,560,000 lbs. imported in January, 1947. On February 16 the Bureau of Customs ruled that the quota for the quarter had been imported and thereafter the duty would be 2½¢. The duty on the quota imports is 1⅞¢.

The quota which can be imported in 1948 at the 1⅞¢ rate is 24,930,188 lbs. By assigning this quota on a quarterly basis, Customs officials said, and imposing the regular rate when each quarterly quota has been filled, the hazard of flooding domestic markets with imported fish is lessened.

SCHOOL LUNCH TESTS—School lunchrooms soon will be the scene of a large-scale experiment, under the direction of the Department of Agriculture in cooperation with the State Departments of Education, to determine whether fish dishes can become a regular part of school lunch menus. A total of \$15,000 has been earmarked for the experiment, and 11 States have been selected for initial tests. Two kinds of canned fish, flaked cod and flaked pollock, and two kinds of frozen fish, whiting and rosefish fillets, will be tried. H. C. Albin is Associate Director of the National School Lunch Program.

After suitable recipes have been developed in Fish and Wildlife Service and the Department of Agriculture test kitchens, they will be given preliminary tests in three Maryland schools. Required adjustments then will be made in recipes to insure the best possible acceptance before the more widespread operations are begun. Home economists then will sponsor workshops with school lunch operating personnel to acquaint them with the preparation of fish, and also will be on hand during the test to observe the results.

Tests are planned in about 10 schools in each of the following States: New Hampshire, Pennsylvania, New York, Georgia,

Tennessee, Ohio, Missouri, Kansas, Oklahoma, Arizona and California.

DEFICIENCY BILL—There now is pending before the House Committee on Appropriations a deficiency bill filed by the Department of the Interior seeking an amount of \$65,000 in order to meet postage requirements of the various divisions of that Department, including the Fish and Wildlife Service, for the remainder of this fiscal year. Due to depletion of its appropriation for postage, the Service has discontinued the mailing of its daily market news bulletins to members of the industry.

FOREIGN AID PROGRAM—Charles E. Jackson, General Manager of the National Fisheries Institute, has protested to Secretary of State George C. Marshall the recent State Department action which removes canned fish from the Foreign Aid Program. The Department originally intended to purchase 10,000 tons of canned fish through the Aid Program.

In his protest to Secretary Marshall, Mr. Jackson stated that more than 12,000,000 lbs. of U.S. canned fish had been purchased for foreign relief purposes since July 1, 1947 because it is considered a well-rounded food high in calories and especially rich in proteins. The principal types bought for relief purposes, he pointed out, were low-cost products and were those not widely used by American consumers. The N.F.I. official added that their purchase for relief purposes did not create domestic shortages or raise prices to the American public.

Mr. Jackson also challenged one of the claims by the State Department that many European nations participating in the relief program have exportable surpluses of canned fish. An analysis of U. S. Tariff Commission reports, according to Jackson, shows that a large portion of these "exportable surpluses" consist of luxury items such as Norwegian sardines, tupa in oil and fancy smoked novelty items.

STORAGE HOLDINGS DECREASE—Frozen fish and shellfish stocks on hand February 1 in cold storage warehouses in the United States and Alaska totalled 112,049,000 lbs. This amount was 21,795,000 lbs. less than holdings on January 1 and 15,332,000 lbs. less than holdings on February 1, 1947.

Freezings for the month of January, 1948 amounted to 6,688,000 lbs. Compared with December, 1947 this was an increase of 4,087,000 lbs. and compared with January, 1947 this was an increase of 2,294,000 lbs.

ADDITIONS TO FLEET—During 1947 there were 1299 new fishing craft in the United States and its possessions which obtained their first documents, compared to 1085 in 1946. Of the total, 75 were added in New England, 70 in the Middle Atlantic area, 97 in Chesapeake Bay, 490 on the South Atlantic and Gulf of Mexico and 74 on the Great Lakes. The total number of new boats in this territory documented in 1947 was 806 compared to 658 in the previous year.

The documentation of fishing craft during 1947 was greater than any previous year for which data are available. During the years from 1936 to 1939 inclusive an average of about 376 vessels received their first documents as fishing craft annually. During the three years 1945, 1946 and 1947, a total of 3,125 vessels received their first documents as fishing craft.

POLLUTION CONTROL—Congressman T. Millet Hand of New Jersey recently introduced a bill in the House of Representatives to broaden the Federal Government's authority in combating pollution.

Hand said his bill was introduced at the request of the Anti-Pollution League after a recent conference in Atlantic City. It would prohibit specifically all types of pollution of coastal and inland waters and would fix penalties for violations.

H. R. 4468, introduced by Congressman Bland, would amend the Oil Pollution Act of 1924 to increase penalties for discharging

(Continued on page 57)



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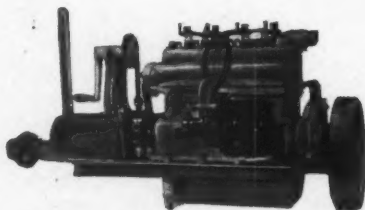
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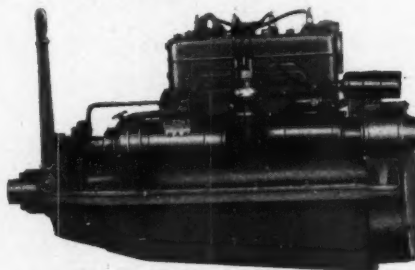
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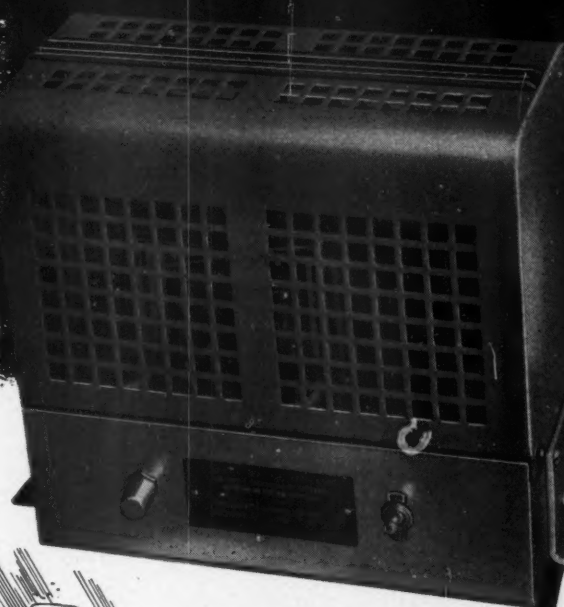
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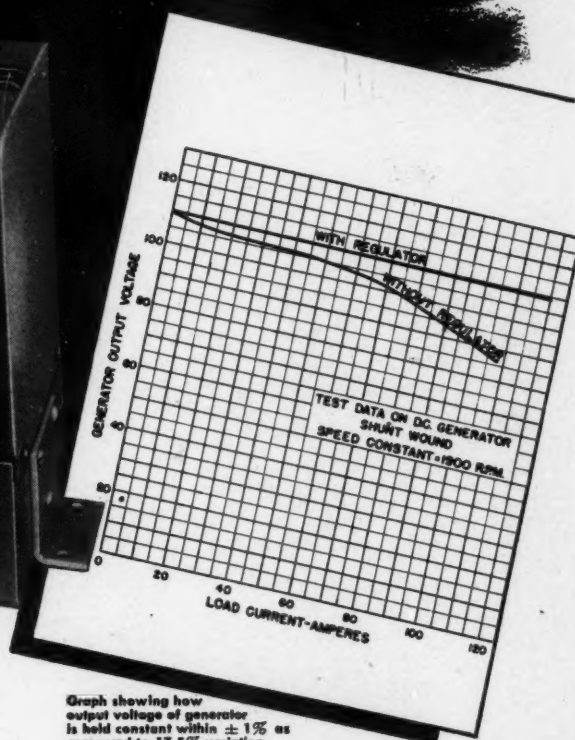
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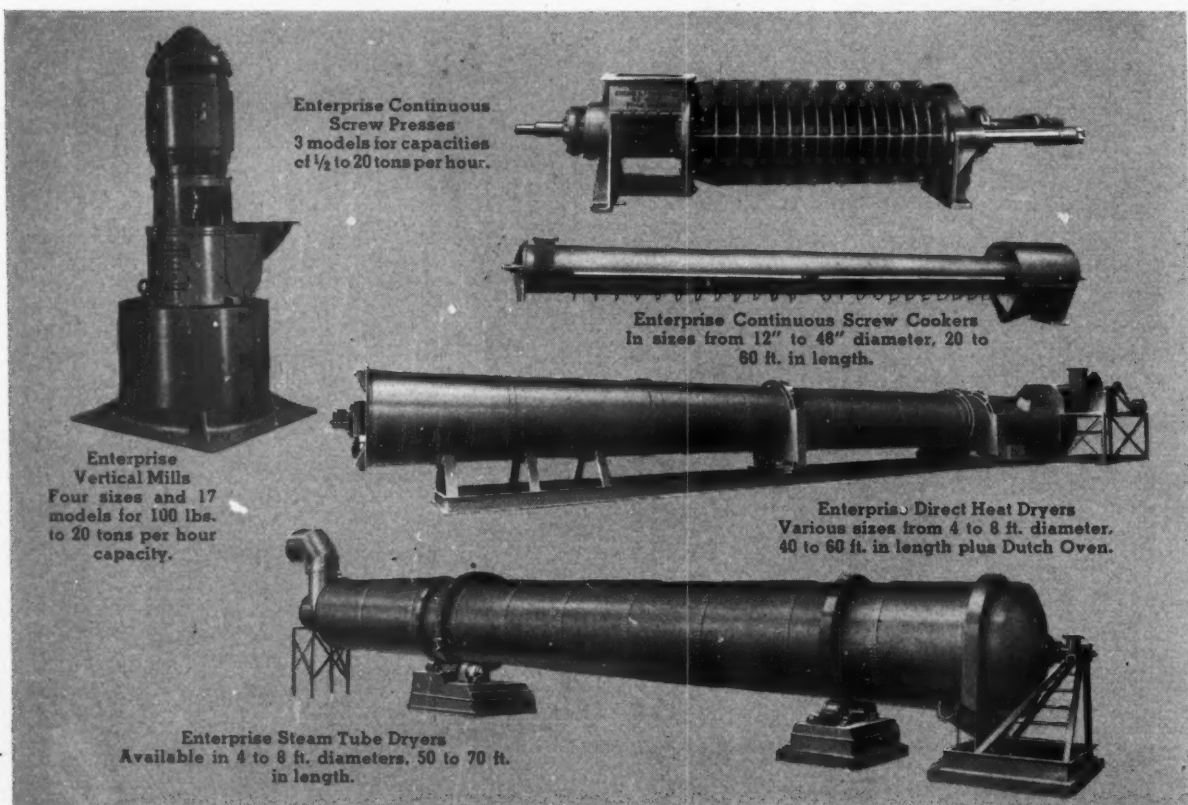
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How Overfishing Affects the Supply

IT has been the contention of some advocates of fishery conservation that the possible bulldozer effect of trawling gear is a big factor in reducing fish population in that it destroys feeding grounds. Tests conducted on the west coast of Canada throw some light on the subject, although the results obtained should not be considered as the final answer to this problem, because the experiments were conducted only on a stretch of sandy bottom covered partly by eelgrass. However, in this case it was shown that along a straight drag the boards moved in such a manner as to scrape a path which measured up to three feet in width. While the boat was turning, however, these paths became reduced to narrow ruts. There was no evidence to indicate that damage was caused by the nets and sole rope. That the net had been operating on the bottom was verified by the capture of numerous inanimate objects.

Another point argued by conservationists, in regard to the haddock fishery in particular, is that the size of mesh in trawl nets destroys baby fish before they are a good marketable size. This point still is controversial even though Fish and Wildlife Service investigations have proved it a fact.

Yet another angle which is brought out in conservation circles is overfishing. Following is a discussion of this subject taken from *The Fishing News* in which Henry Britt offers some food for thought as regards the fishing industry of Great Britain, but which may be applied fully as well to our own North Atlantic fishery.

Overfishing is fishing too much. Catches can be so heavy, fish will become unsaleable—supply in excess of demand.

That is not what is meant. Overfishing means taking so much fish that damage is done to the "grounds". The former is merely "over supply".

An old adage says "there are bigger fish in the sea than ever came out of it." It has done untold harm to the industry. People think the sea so vast and fish numberless, they believe the number of fish could never be decreased.

But the fishing grounds are not unlimited. You cannot fish everywhere. In the far north the ice sets a barrier. In the south, warm waters of the tropics do not yield enough food to maintain the vast numbers of fish (quite contrary to the popular imagination).

In the east, the land mass of Europe and Asia limits the sea.

In the west, the great depth of the ocean just about puts paid to fishing. The fantastic pressures of water at the bottom make life impossible for our commercial demersal fish—cod, haddock, hake, plaice, etc.

Besides, all present methods of trawling are useless on such deep grounds, and fishing extends already to over 300 fathoms.

So we must get along with the limited area left. On these grounds fish live. They are born, grow, and in turn spawn a new brood—or get eaten by other fish.

If man did not interfere numbers would increase to the maximum the food available would allow.

But fishermen do come along and drag trawls over the bottom of the sea. At two or three miles an hour they "clear" or "drag" a path many yards wide.

If the grounds are new, they get numbers of old scraggy fish which, being big, have eaten a great number of the smaller ones and kept their numbers down.

Taking some of these "oldsters" will do no harm. On the contrary, it should improve the ground by eliminating the "too-old" fish and allowing the food they would have eaten to go to fatten the younger fish. This, too, we shall deal with more fully later.

Rate of Reproduction Governs Fishing

At first the yield per trawler will show little or no drop. But if a large number of boats fish there consistently the quantity of fish left (the fish population or stocks) will decline. Then the fish caught by each boat will also drop.

A time will come when, no matter how many trawlers fish that ground, the total yield will not increase. And the more trawlers fishing the less fish each will catch. At last, in fact, even the total yield will fall.

You cannot, in fact, keep on taking more fish from the sea each year than the quantity the sea replenishes. That is to say, if a certain area has an average new incoming population each year of a million young fish you cannot take, on an average, more than a million fish a year from that ground.

It is just like saying that a given farm will carry a certain number of head of cattle. If you tried to raise more, they would be sickly, ill-fed animals. In the sea the badly-fed young fish get eaten, and so nature maintains its balance as far as overstocking goes.

But if a farmer kills off too many head of cattle he will not have a large enough herd left for breeding to his full extent. His yield will drop.

Set a tap running into a bath. Bale out with a can. At first the more you bale the more water you remove. But when you get the water really low, no matter how hard you bale, you cannot take out more than flows in.

Fortunately, at sea it would be an impossibility to fish out a ground completely or to make cod as extinct as the dodo, because a commercial sea fishery would be unprofitable long before that stage was reached, and no one goes away for a fortnight on a trawler year after year just for his health.

The Stages of Overfishing

There are three successive stages in overfishing. The symptoms are individual (per unit, man or boat), national and international!

In the case of the individual unit the effects of overfishing start sooner than in the national or international stages.

With little or no fishing, stocks are dense. Each day's trawling yields full hauls. The more fishing that takes place, the quicker stocks get thinned and the less each single trawler will catch in a day. Individual overfishing will have commenced. Each vessel's returns at the end of the year will have shrunk.

Yet, due to the larger number of vessels fishing, the total yield for the year may still be greater, and nationally the evil of overfishing may not be felt by the consumer.

Even so, the national economy may be affected through loss of earnings of its fishermen, and wasted effort by using too great a portion of its manpower in the industry when the same total fish could be caught with less effort if organized and controlled.

But as stocks are further reduced by continued removal of fish at a rate exceeding replenishment, the catches of each boat will become so much smaller. Even the product of the whole fleet will decline, in spite possibly of still larger numbers fishing.

The national effects of overfishing will now be felt. The international effects will have commenced also, though possibly some countries may not yet be aware of it.

Some countries may have such increased fleets working that they may still obtain a steady or even an increasing total yearly yield. Yet for all that, the total fish removed by all countries combined will be diminished, irrefutable proof of complete international overfishing.

All grounds are shared by various countries, since fishing is eminently international.

When overfishing starts and yields commence declining, some countries will feel the effects sooner than others.

One or another will be first to feel the strain. Cost of fishing will be too heavy to allow the country's boats to make a profit with reduced catches. Fishermen will not make enough to earn a reasonable living.

Men will leave the industry. Boats will be sold. Owners will pack up.

Yet, for all that, some countries may still carry on, and possibly even show a profit:

- (a) Because their boats or methods are better.
- (b) Because their expenses are lower.
- (c) Because their fishermen work harder.
- (d) Because their standard of living is lower.
- (e) Because they get higher prices for their fish.

But because some are still able to carry on, it does not mean there is no overfishing.

Transplanting Oysters Requires Much Care

By Dr. Victor L. Loosanoff*

IN cultivating oysters it is often necessary to transplant them from one bed to another. In New England and New York waters, where cultivation has attained a very high level, oysters may be transplanted several times before they are ready to be marketed.

A new generation of oysters, which commonly is called "set", appears in the Summertime on shells planted in comparatively shallow water near the shore. To protect the set from Winter storms, which often cover the setting beds with a heavy layer of sand or mud, the young oysters are transplanted to deeper water, or to areas protected from strong wave action.

If the transplanted oysters grow well and the mortality among them is comparatively low, it may be again necessary to thin the oyster bed by moving some of its population to other ground. Such a measure usually is employed when it is desirable to decrease the competition for space and food among crowded oysters.

During the later period of their life, oysters usually are transplanted again. In those cases the practice of transplanting is based on the experience of the oyster growers who have noticed that in some areas the oysters grew very rapidly and their meats remained lean, while in other sections the mollusks quickly became "fat". As a result, certain beds are designated as growing areas, while others are considered fattening grounds.

In transplanting, the oysters are taken from the bottom with large dredges and piled on the deck of the boat; then shipped to a new location where they again are planted. Sometimes the oysters may be out of water for several days before they reach their new destination.

Many precautions are necessary to avoid high mortality or serious shell injury to the transplanted oysters. The oystermen know this and usually exercise considerable care during the operations. Until recently, however, the effects of certain conditions, under which transplanting sometimes is conducted, remained undetermined. To find the answer to some of the questions which interested the oyster growers of the North Atlantic district, several experiments were undertaken at our Milford, Connecticut laboratory.

One series of observations has demonstrated that extreme caution should be exercised in handling and transplanting oysters when the air temperature is below freezing. Failure to

employ certain precautions may result in a mass mortality of the mollusks.

The results of the experiments may be summarized briefly as follows: The majority of oysters, if frozen but left undisturbed until they thaw out, will survive. However, if frozen oysters are shaken, shovelled, or subjected to any other type of rough handling, heavy mortality will occur among them. In some of our experiments, 100% of the oysters which first were frozen and then shaken in bushel baskets, died, while almost all the oysters in the other baskets which were frozen but not shaken, lived after thawing and were still in an apparently healthy condition 10 weeks after the end of the experiment. The mortality among the shaken oysters probably was due to the damage caused by the rearrangement of ice crystals within the body cells of the mollusks.

The shells of the frozen oysters were extremely brittle. Therefore, even if a few frozen oysters may survive the effects of handling, their shells may be damaged so seriously that it later would result in the death of the mollusks.

On the basis of our observations, we offer the following suggestions to the oyster growers of New England and New York who transplant oysters in the Wintertime: (1) Do not let oysters freeze while they are on deck. The vibrations caused by the boat engine or the shocks experienced at the docking of the boat may be sufficiently strong to cause injury to the frozen oysters. (2) If, because of unforeseen change in the weather, the oysters freeze on deck while in transit, they should not be handled until they thaw out. Sometimes it may be practical to pump sea water over the pile of frozen oysters to accelerate thawing. The use of a strong stream of water should be avoided. (3) Planters should not buy seed oysters which may have been handled in a frozen condition. Oysters that were previously frozen and killed by handling will be found slightly gaping, provided that at the time of examination the air temperature is high enough to permit the oysters to thaw out.

Studies of various phases of the growth of oysters, which we conducted at Milford Laboratory, gave interesting results some of which may guide us in confining the transplanting of oysters to the period when such an operation would be most advantageous. While working with a large number of individually-marked oysters, we found that in Long Island Sound they do not grow from the onset of cold weather until the end of March. In April, usually during its latter part, the growth is resumed. In some oysters it may be quite rapid, but, in general, the average increase in length during April is not large. In May, however, the growth of oyster shells is very rapid. This newly added shell-growth is comparatively soft, but nevertheless, extremely brittle. The dredging or handling of oysters during that period would, undoubtedly, result in the breaking off of all or large portions of the new shell. Obviously, this would be definitely undesirable.

The results of our observations suggest, therefore, that if the oysters must be moved in the Spring, the oyster growers should attempt to transplant as many as possible during the last two weeks of March and the first two weeks of April. The advantages of transplanting during this period are as follows: (1) Damage to the oyster shells, which at that time of the year have hard edges, will be much smaller than if the transplanting is done later in the season when new brittle growth is already formed. (2) Damage caused to the shells during transplanting should be repaired, in most instances, during the following period of rapid shell-growth. (3) The comparatively high air temperature of late March and early April usually will prevent freezing of the oysters while in transit.



Dumping a dredge of oysters aboard the "Magician", owned by Bluepoints Co., Greenport, N. Y., and powered with a 165 hp. General Motors Diesel.

* Aquatic Biologist, U.S. Fish and Wildlife Service.

Outfitting Your Boat for Party Fishing

By Capt. Elwell B. Thomas

MANY of our friends and readers are the owners of boats which are used solely for fishing party purposes or are used for this work at least part time. As this article goes to press, the party boats will be fitting out or the boats that are used for Winter commercial fishing will be converting to party fishing.

Before taking up the subject of the boats themselves, let us discuss Operator's Licenses and party fishing in general. Masters of boats under 65' in length engaged in carrying paying passengers are required by law to have an Operator's License. People are passengers whether riding on a boat on a regular passenger run or on one which occasionally takes a few "good fellows", who chip in on the expenses, out for a day's fishing. The examination required to obtain such a license is not a difficult one. Any man or woman running a boat for any purpose, business or pleasure, should have the knowledge required for the passing of this examination or they are not competent boat operators under any conditions.

Incidentally, women are as eligible for the license as are men, but, while some fishing parties are all right, I think that the greater percentage are not a fit place for a woman. Some of them are repulsive even to a decent man. As a matter of fact, when they arrive on the dock to go out, this latter sort can be sized up pretty well by a man experienced in handling fishing parties. It is a prudent man who will refuse to take them when he observes that they are really in no condition to go out in a boat. One will find that by weeding out the undesirable parties, he gradually will build up a high class clientele and will be well repaid many times over for whatever money he has lost by turning down poor quality parties.

As for the boats themselves, there are two types of party fishing boats, the fancy boats similar to fast cruising yachts which specialize in offshore fishing with parties of two or four persons, and the boats which carry a crowd and fish inshore. In the case of the former, the bright work should be gone over carefully and placed in first class yacht condition. Never use cheap varnish and paint in any case and particularly so on these high class party boats for no nicely finished boat receives the wear and tear that these boats do. Then too, a good looking boat when seen at the dock attracts a great many parties.

Such a boat must be fitted with thoroughly dependable power. It is a foolish man, indeed, who attempts to get by in the offshore fishing party game with poor or badly worn power plants. Also, in checking over the plants (she should be a twin screw), one should examine the shafts, struts, bearings, stuffing boxes, wheels, and rudders particularly. This is advisable not only to be insured of strength and reliability but to eliminate vibration and the resulting noise which may drive fish away when trolling.

In addition, such a boat usually is, and should be, equipped with ship-to-shore phone, radio direction finder, and so on. This equipment should be checked over thoroughly by an expert before the beginning of the fishing season.

Of course, in all types of party fishing boats, it is wise to check the fishing gear extensively and to make replacements and repairs before the season begins. Also, purchase and carefully stow spare gear in a clean, dry place on the boat in such manner that any particular item of gear can be picked out instantly as it probably will be wanted in a hurry when the fishing is best. The lack of proper fishing gear and lack of needed replacements will do as much as anything I know of to

drive business away from a party boat. This gear should be checked thoroughly again after each party.

If the boat is to be used inshore for bulk parties, study the present seating arrangements to ascertain if they are satisfactory and if they are strong and in good condition. If more seating arrangements are required, build the seats excessively sturdy and strongly secured to the boat. Place them in such manner and in such location that there is no danger of persons falling overboard from them.

In a bulk party boat, precautions should be taken to prevent party members from climbing to the top of the pilothouse, masts, awnings, and so on where they will be in danger of falling overboard or on deck with resulting injuries. It also is advisable to fit such boats with strong pipe rails from two to three feet high to prevent persons from falling overboard from on deck. Brace the rail stanchions in such manner that the weight of several persons thrown against the rail by a sudden



A fleet of party fishing boats tied up at Beach Haven, N. J.

roll of the boat will not carry the stanchions away.

Common sense calls for measures to eliminate the danger of parties tripping over small deck fittings. A low hatch is one of the most dangerous of deck objects. A manner in which this hazard can be obviated is to build a temporary and easily removable coaming for the hatch that will be two to three feet high. The hatch thus cannot be tripped over and the coaming can serve as a table. Such objects as cleats, ringbolts, and other real small deck fittings may be painted a color which is in contrast with that of the deck, thereby avoiding some of the risk. One could make up some faired blocks of wood that could be secured around cleats and ringbolts temporarily to overcome tripping on the fittings.

There are a few precautions that should be taken in a bulk party boat that seem ridiculous on the face of it. However, I am writing from experience, and it is this very experience that caused me to give up handling bulk fishing parties. All vital parts of the engine or engines ought to be closed away from the parties and locked if necessary for passengers are apt to tinker with them. This includes minor items such as gasoline shut-off valves, seacocks, and the like. If the boat is fitted with any type of galley range but a coal and wood range, then this equipment either must be stowed in a locker or a cover that can be locked must be fitted to prevent some drunken fisherman from blowing up or burning up the whole works.

If the boat is steered from forward, and bulk parties are carried, every precaution must be taken that none of the party can grasp tiller ropes or chains or otherwise mess up the steering of the boat, for this is another favorite trick and generally indulged in at a most awkward moment.

Anchor and rode should be of first quality for they will be used a great deal. Make a frequent check of anchor rode for broken fish hooks that may be lodged in them. These can cause extremely painful injury when handling the rodes.

(Continued on page 39)

Radiotelephone Service and Operation

Coastal Harbor Facilities Link Land and Sea*

DESPITE the fact that marine radiotelephone equipment becomes more commonplace year by year, there seems to be a certain amount of confusion regarding the subject. This may be partly due to a lack of authoritative information of sufficient scope or any number of other reasons. The fact remains, however, that fishermen are beginning to demand electronic equipment of one kind or another on their boats, and a fairly comprehensive knowledge of the subject of radio might be worth while acquiring by those in intimate contact with the industry.

It was in the early-30's that the Federal Communications Commission allocated frequencies for the ship radiotelephone and coastal-harbor services. Up until that time a knowledge of code as well as considerable technical ability was required in order to procure a license to operate a radio station and communication was mainly by telegraph.

During the ensuing period use of the services has expanded enormously. Among the first to install radiotelephones were the fishing trawlers sailing out of New England ports. The masters of these vessels were enabled to keep in constant direct touch with their home offices, receiving quotations on market prices, giving details of their catch, their expected arrival time, etc.

At first, installation costs as well as the cost of the equipment itself, ran to considerable sums. But as time went on constant advancement in the radio art evolved improvements. Objectionable features were obviated one by one, until today an amazing amount of power and stamina are found packed into the modern small marine radiotelephone, while operation has been tremendously simplified.

As increasing demand warranted, more and more coastal-harbor facilities were put into operation and today a telephone-equipped vessel is seldom out of range of a shore station, whether it be on the Great Lakes, the Gulf of Mexico, the Atlantic or Pacific Coasts, or even on the Mississippi River and its tributaries. Through these stations, operated in some cases by independent firms and in most by local telephone companies, communication may be had with any telephone in the country through the Bell System's long-distance land lines.

Coast Guard and Coastal Stations

With the marine radiotelephone it is possible to talk with other similarly-equipped vessels, to place calls through coastal-harbor stations to any land telephone desired, and to procure immediate assistance in emergency through the facilities of the United States Coast Guard.

Except on the Great Lakes and Mississippi River, where both frequency allocation and operating procedure differ somewhat, two frequencies have been assigned for intership use. Through custom, the 2738 kc. frequency is used mostly by commercial vessels, while yachtsmen, charter and party boat fishermen, etc., use 2638 kc.

The numerous Coast Guard stations encircling the coasts stand a continuous watch on the frequency 2670 kc. Swift, efficient aid is available to the radio-equipped vessel which finds itself in distress. A call to the nearest Coast Guard station, or if the nearest station is not known, calling "NCU", which means any Coast Guard station or vessel, will get immediate response, and depending upon the seriousness of the emergency and the type of trouble, a boat or aircraft will be on its way within a matter of minutes.

Coastal-harbor stations maintain continuous watch on certain assigned frequencies. While there is some duplication, the distances between stations operating on the same frequency are so great that there is little or no possibility of interference between them. Through these stations business and personal calls of any nature may be made to any designated telephone. In addition, weather broadcasts are made at intervals, and the technical operator assigned to each station will report on a vessel's signal strength, clarity, etc., upon request. Because of the volume of traffic going through the coastal-harbor stations, this latter service should be used as sparingly as possible.

While there are no charges for licenses, calls between vessels and calls to the Coast Guard, coastal-harbor stations make a charge for each call handled, to which is added any additional land-line toll charge. This does not include conversations during tests with the technical operator. The method of collection for charges is the same as that for a regular land telephone; that is, a monthly bill is rendered for the actual calls made. There is no monthly service charge. After installation and licensing of the equipment the local telephone company office should be notified of the name and call letters of the vessel, the owner's name, address and telephone number, after which calls can be made as desired through any coastal-harbor facility.

A somewhat different system of frequencies and operating procedure is in use on the Great Lakes. Here, all calls in the standard frequency band 2,000-3,000 kc. originate on the frequency 2182 kc., after which stations shift to the proper working frequency. In the case of intership communications this is 2738 kc., while shore stations maintain watch on 2182 kc., as well as all Coast Guard Lifeboat Stations during the navigating season.

Due to peculiar conditions existing on the Lakes, coastal-harbor stations also operate on a number of channels in the higher frequencies. When using these higher frequencies, the coastal-harbor station should be called directly on the chosen channel, rather than on 2182 kc. and shifting.

Functioning of Equipment

One of the most-often asked questions about the marine radiotelephone service has to do with the distances over which communications can be established. This is particularly difficult to answer, because so many variables enter the picture that only a very rough guess is possible.

Range depends upon the time of day or night, the time of year, atmospheric conditions at the time, whether the distance is over salt or fresh water, whether land intervenes, and upon the frequency used. With the great number of ship stations now on the air, another important factor is the amount of interference from other stations; a transmitter 50 or 75 miles away may cause enough interference as to make impossible any communication between two vessels at relatively short distance from each other.

In general, the results obtained from good installations under average daylight conditions in the standard frequency band might be as follows: 12 watts, 25-50 miles; 18 watts, 40-75 miles; 40 watts, 100-150 miles; 80 watts, 200-300 miles.

These figures would be for maximum consistent range. Under better than average conditions, they would be extended considerably, while during poor conditions, such as a thunder squall, bad static conditions or excessive interference by another station range would be much less. From late in the afternoon until after sunset in the morning, the "sky wave" becomes effective, and this accounts for extremely long range transmissions during these hours, as well as the bad fading and distortion accompanying the communications.

Many people have the impression that the crystals used to control the frequency of both transmitter and receiver in the radiotelephone are kin to those used years ago, complete with cat-whisker, to receive signals. This of course is not so.

The crystals with which we are concerned here are quartz plates, ground carefully to a specified thickness and mounted in a holder. Such plates have the property of vibrating at a certain speed, or frequency, and at that frequency only, when a voltage is applied to them. In addition, there are other factors such as the ease with which the crystal can be excited, or made to vibrate, its ability to maintain a particular frequency under changes of temperature, etc., which are very important and account for the difference between a good crystal and a mediocre one which mounted in their holders look as alike as two peas, and which incidentally sell at a considerable difference in price.

The Federal Communications Commission requires that a marine radiotelephone must maintain the frequencies to which

(Continued on page 48)

* Excerpts from "Marine Radio Telephony in the Ship and Coastal Harbor Service", prepared by A. C. Gould and published by Hudson American Corp.

Shark Fishing off the Carolina Coast

MOST people don't care for sharks, but certain rugged commercial fishermen around Morehead City, N. C., make no bones about liking them. They have considerable affection for the vitamin-filled livers, which sell for up to 90 cents a pound; the rough, tough hides, useful in making shoes, pocketbooks and other fancy leather articles; the vertebrae, sometimes used for novelty walking sticks; and the pink flesh, sold for steaks. The jawbones and teeth go to souvenir buyers and even the eyeballs are dried out and sold to the jewelry trade.

By the time a shark fisherman exploits a shark there is little left of him, but even this little can be sold to the scrap and tallow people. It is a profitable business, too, if you catch the sharks

and aren't afraid of rough work. The shark crop lies offshore, in deep water, and they are often large, troublesome and wary.

Not long ago the Saudi Arabian Government sent investigators to America to find someone who could teach their citizens how to catch and utilize the sharks of the Red Sea. They learned that Cecil Nelson, of Morehead City, had caught more sharks over a period of years than any other person in America. In one year Nelson processed more than 2,500 of the deep sea critters in his plant at Morehead

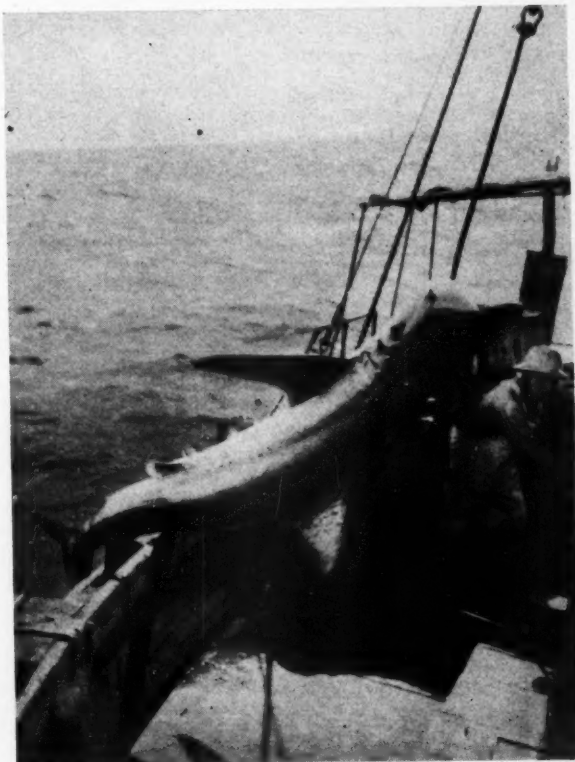


Capt. Joe R. Talley of the "Emily A".

City. Consequently, he went to Jeddah, under contract, to establish a shark fishery for the Arabs.

An outstanding sharkerman of this port is Capt. Joe R. Talley of the *Emily A*, who had been working in Florida waters until he heard of the concentration of fish off Cape Lookout. Assisted by his wife and Red Cummings, a Nebraskan, he began setting his trotlines baited with porpoise meat near the 100 fathom curve, and averaged around 25 of the big fellows a day. Often other sharks beat the fishermen to the trotlines and they arrive to find only the heads of their catch on the hooks, the rest devoured by cannibalistic kin. Other boats have followed Talley in the business, among them the *Mako*, a specially built sharkerman of Shark Industries, Inc.

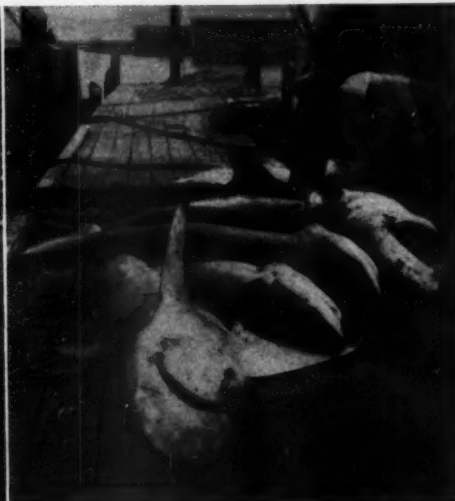
The most common shark taken in the Gulf Stream, 30 nautical miles from Morehead City, is the leopard. He will produce a



A big shark being hoisted aboard as a trotline is hauled in.

liver of around 175 lbs. of low vitamin content, worth only about 10 cents a pound. A hammerhead will yield a smaller liver worth up to 90 cents a pound. The largest shark caught last season, a 27' great white, fell to the *Mako*. Taken 50 miles offshore, it was so large that it could not be hoisted aboard. It was lashed alongside, and the crew butchered it in the water. Of liver alone, 1000 lbs. were taken from this monster.

During the past season, the sharkermen took leopards, dusky lemon, mackerel, silk, sand, shovelnose, mako, and hammerheads as well as the great white.



Left, Capt. Cecil Nelson unloads a shark caught off the coast of North Carolina. Right, Mrs. Talley examines a day's catch.

New Bedford Dragger Hard Hit by Ice Conditions

New Bedford is reported to have had its worst ice Winter since 1939, and although the fishing fleet of that port was functioning normally early in March, the Coast Guard advised vessels to proceed cautiously due to the fact that many aids to navigation were damaged extensively by ice floes and were out of position. The fleet was held in port for several days early in February due to the ice, but the vessels finally got out February 13 during a thaw.

The severe weather conditions resulted in damage to many New Bedford draggers, including the 45' *Sea Prince*, which was beached on Stony Point Pike February 21 after ice had smashed a hole in her stern in Cape Cod Canal. The vessel, owned by Frank E. Bettencourt of Fairhaven and skippered by Frank Souza of Bourne, developed a rapid leak which flooded her hold, engine and battery system. She was hauled out at Casey Boat Building Co., Fairhaven, for repairs.

The 95' dragger *John G. Murley*, owned by Capt. John G. Murley, and the 99' dragger *Mary & Joan*, owned by John H. Seaman, were hauled out during February at Peirce & Kilburn Corp., Fairhaven, for new keels following ice damage.

The 56' dragger *Nashawena* was towed to port on February 11 by the Coast Guard cutter *Arundel* after Capt. Joseph Barton and his 8-man crew had battled all night with hand pumps against water which leaked in and disabled her engines and shut off power operating her pumps and radio. The Coast Guard was summoned by the passing collier *Concord*. The dragger, owned by Capt. Barton, George Epstein and Manuel Silvia, was repaired by Palmer Scott & Co., New Bedford.

Two New Bedford draggers, the 74' *Whaler* and the 80' *Sea Ranger*, were towed in February 18 after drifting several days in heavy seas. Concern had been felt for the *Whaler*, skippered by John Bendiksen, which left port February 3 and radioed she was disabled and short of food and water. She was located off Nantucket Shoals by a Coast Guard vessel, while the *Sea Ranger* was located on Browns Bank.

"Susan R." Fishing Out of New Bedford

The 55' *Susan R.*, a new craft which was outfitted last September at Hathaway's and since has been fishing off the Jersey and Florida coasts, is now operating out of New Bedford. She is owned by William Robertson of Scotch Plains, N. J.

"Cape Ann" Breaks Up on Nauset Beach

The 82' New Bedford scalloper *Cape Ann* broke up on Nauset Beach on March 6 while en route to New Bedford in the pre-dawn darkness. Men from the Nauset and Chatham Coast Guard stations and the Coast Guard cutter *General Greene* worked for several hours in heavy seas to rescue the 9 men aboard the scalloper, during which time the vessel appeared to be on the verge of breaking up completely. They first attempted to use amphibious "ducks" and lifeboats to rescue the men, but the seas were so rough that the rescuers were forced to turn back. A breeches buoy finally was utilized to rescue 5 of the men.

The skipper of the scalloper, Capt. Axel Nerliand, who was confined to his bunk by illness at the time the vessel ran aground, the mate, and two of the crew members, stayed aboard to salvage the \$5,000-cargo of scallops, and came ashore when the tide dropped.

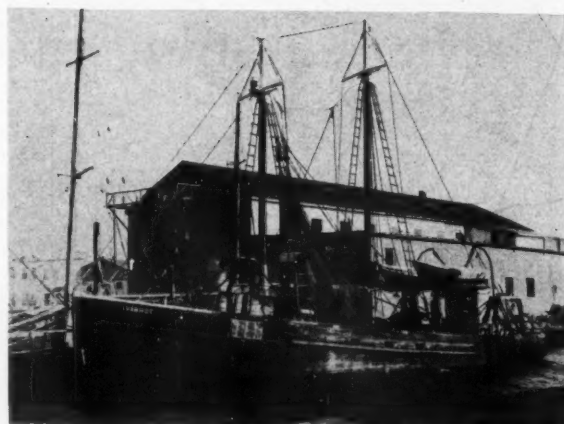
The vessel, which was valued at \$60,000, is owned by Leon T. Dobson of New Bedford. The navigation instruments and radio apparatus were salvaged.

"Four Sisters" Repaired by Kelley

D. N. Kelley and Son, Inc., Fairhaven, recently repaired the engine room interior of the New Bedford scalloper *Four Sisters*, which was damaged in mid-February when fire broke out while she was tied up at Dyer's Wharf, Woods Hole. Abraham H. Reservitz of New Bedford is the owner of the craft.

Two Dragger Get New Engines

The 65' Woods Hole dragger *3 & 1 & 1*, owned by Sam Cahoon, was at Hathaway Machinery Co. in February for installation of a new 115 hp. Caterpillar Diesel. Hathaway also



The 70' Nantucket dragger "Ivanhoe" owned by Capt. William J. Collis and powered by a 140 hp. Wolverine Diesel.

has installed a 135 hp. Caterpillar in the 70' *Liboria C.*, owned by Correia Bros. of New Bedford.

Mayors Served New Bedford Fish

The four hundred persons who attended the U. S. Conference of Mayors in New York City were served an all-New Bedford seafood luncheon February 17 at the Waldorf-Astoria Hotel. Fish and scallops were supplied by L. S. Eldridge & Sons and Tichon Fish and Fillet Corp.

Crew Member of "Sea Hawk" Drowns

Hilbert Hallett, 63, of Fairhaven, was drowned early in February when he fell overboard while hauling a dredge on the New Bedford scalloper *Sea Hawk*. The accident occurred 22 miles southeast of Pollock Rip Lightship.

Cape Cod Shellfish Program Discussed

All Cape towns were represented, most of them by the town shellfish warden and a Selectman, at a meeting held recently at Orleans by the State Conservation Department for the purpose of discussing the shellfish propagation program for this year and the manner of State reimbursements to the towns. Francis W. Sargent of Orleans, director of the Division of Marine Fisheries, and E. W. Barnes, biologist of the Department, were in charge of the meeting.

North Truro Piers Damaged by Ice

A huge ice field which formed around the Cape shore line did more than \$10,000 damage to piers of the Pond Village Cold Storage Co. in North Truro February 15.

Buzzards Bay was impassable for at least two days during the month of February as the result of ice, and the Coast Guard buoy tender *Spar* was stationed in the Bay for several days during the middle of the month to free locked vessels and clear paths for others. However, the Bay was navigable early in March, although floating ice, borne in by the wind, was still a problem. During much of the month the Woods Hole Coast Guard freed vessels daily.

Chapman New Provincetown Wharfinger

Leslie C. Chapman has been named the new wharfinger and harbormaster of Provincetown, succeeding John S. Silva, who served for 9 years.

Recommend Improvement of Two Harbors

The Army engineers recently recommended to a House subcommittee that a 7' channel be dredged in Buzzards Bay through a sand bar which formed as a result of the construction of the Cape Cod Canal. The dredging, which would provide an entrance to Buttermilk Bay and improve shellfish propagation, would cost an estimated \$18,300.

The engineers also urged dredging of the inner harbor at Falmouth to a depth of 10' and providing an anchorage for fishing and recreational craft. The estimated cost of this project is \$70,000, of which local interests would contribute half.

Rhode Island and Connecticut Boats Dragging for Herring

A large number of vessels in the fishing fleets of Rhode Island and Connecticut have converted their gear to herring fishing, and are working within a triangular area bounded by Montauk Point, N. Y., Block Island and Watch Hill. Herring fishing is a new enterprise for the local vessels, which discovered a large run of the fish early in December when high winds and heavy seas forced many of the craft in from the grounds off Block Island. Coincidental with the herring run, a market for the fish suddenly developed through the Government's program for shipping food fish to Europe. Although it is believed that herring may have been present in the area before, no one bothered to catch them as the demand for the fish locally was very poor.

On days when the weather is favorable, there are as many as 60 boats dragging within the relatively small area. Craft from Block Island, Point Judith and Newport, R. I.; Noank, Mystic, New London and Stonington, Conn.; as well as from Montauk, N. Y. and as far away as Point Pleasant, N. J., are catching the herring. The fish are present in great numbers, and on occasion a boat will get a load on a single drag, while sometimes a craft will overload on a long drag, incurring serious net damage.

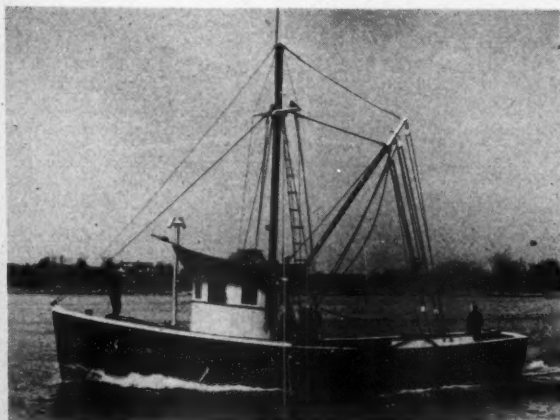
Although some of the herring catch is being sold through Noank and Point Judith markets, the major part of it is unloaded at the Bindloss and Longo docks in Stonington, Conn. There it is bought by Maryland canneries which ship it by trailer truck directly to their plants on the Eastern Shore for processing and overseas shipment. A canner in New Bedford also is absorbing some of the catch.

Through the latter part of February, more than 3,500,000 lbs. of herring had been handled by the Stonington markets. Although the fish command a low price, the volume landed is sufficiently heavy to make up for it. The latter part of February herring were bringing 2½¢ at Stonington.

February 16 was a record-breaking day for the Stonington fleet, according to Clifford Hough, manager of the Connecticut Fishermen, Inc., who estimated that over 1,000,000 lbs. of herring were unloaded then. Capt. Joseph Krawiec of the *Theresa* landed 47,000 lbs., and 3 or 4 other boats hauled for over 35,000 lbs. each. A large number of Stonington vessels are engaged in herring fishing, as the grounds are very close to that port.

Army Recommends Point Judith Improvements

The U. S. Army Corps of Engineers on February 11 submitted to the House Committee on Public Works a recommendation that Congress approve an appropriation of \$176,000 for improvements to Point Judith Harbor and Pond. The projected plan provides primarily for the following: the dredging of a channel into Point Judith Pond, 15' deep and 150' wide



Capt. Manuel Sardo's 55' dragger "Carolyn & Gary" of Stonington, Conn. She is equipped with a 170 hp. Buda Diesel with Twin Disc power take-off, Hathaway hoist, 50 watt Kaar radiotelephone and Submarine Signal Co. Fathometer.



Two Stonington, Conn., draggers which took advantage of the recent large herring run off the coast of Rhode Island to bring in capacity loads as may be seen on the "Betty Ann" in the foreground. This 51'6" boat is owned by Capt. Manuel Madeira and is powered by a 165 hp. Gray Diesel. The 49' dragger to the left is Capt. Joseph Madeira's "Connie M", powered by a 115 hp. D13000 Caterpillar Diesel. Both boats swing Columbian propellers.

between the jetties on the east and west entrance to the Breachway and extending from the jetties along the west side of the pond to a point 100' north of the State pier at Jerusalem; dredging of a branch channel 15' deep and 200' wide along the east side of the pond from the jetties to 100' north of the State pier at Galilee; and creation of a 10' deep anchorage basin inside the Breachway entrance, to include an area of about 5 acres.

The dredging of a channel, 6' deep and 100' wide, from the 15' west branch channel to the vicinity of Wakefield, with an anchorage basin 6' deep and about 5 acres in area at the upper end, also was recommended.

Simultaneously with the Army's recommendations, the State initiated a \$12,000 project to rebuild and lengthen 5 existing piers on the Galilee side of the Breachway where the Point Judith Fishermen's Cooperative is to be located. This will provide 10 additional berths for fishing boats.

Organize for Legalized Quahog Dredging

A group of over 25 Rhode Island shellfishermen met at Warren on February 6, and formed the R. I. Free Dredgers Association. The group, which maintains that quahogs are so numerous in restricted areas that they are going to waste, was organized for the purpose of fighting for legalized quahog dredging in the bay.

Illegal quahog dredging is reported to have been going on for some time in Bristol Harbor, and 9 men charged with this offense were taken into custody on February 6. These 9 men were among those who formed the new organization.

Frank Cyganowski of Warren was elected president of the group, while Ray Gladding of Bristol was named secretary and John Di Stefano of Providence, the Association's attorney, was elected treasurer.

Capt. Drury Repowering "Swordfish"

Capt. Marsden Drury of Point Judith is repowering his 40' dragger *Swordfish* with a 141 hp. Chrysler engine.

Connecticut Boat Catches Big Lobster

The crew of the Stonington dragger *Sandra & Jean* caught a 20½-pound lobster measuring 39½" the middle of February. The lobster was taken at the Gulley, south of Block Island, R. I., and one of its claws was reported to be as big as a man's head. It is believed that if the shell of the lobster had been well rounded out with meat, the crustacean would have weighed 30 lbs.

Capt. Ziguard Sletten Dies

Capt. Ziguard Sletten, well known Stonington fisherman, died on February 16. Capt. Sletten operated the 57' dragger *Private Frank Kessler*.

Gloucester Has Record Fish Production in February

Fresh fish production at Gloucester for the month of February totalled approximately 9,904,000 lbs., which amount represented the best landings for any February in the port's history. The redfish total alone amounted to 8,308,000 lbs., landed in 86 trips, which is an average of nearly 97,000 lbs. per trip during a period in which the weather was very severe. The best previous February redfish catch was made in 1943, when 3,731,000 lbs. were landed in 130 trips, which was an average of only 28,700 lbs. per trip.

The market for redfish was very healthy during the month, with the average price for this species being \$5.85 per 100 lbs. Every week during the month large shipments of redfish left the city for Mid-West and Southern markets, while the local freezers were consequently lessened of their redfish fillet loads. Freezer holdings as of February 25 were just under 3,000,000 lbs., although the local capacity is close to 12,000,000 lbs.

Quite a number of fishing vessels landed big trips at Gloucester during the month of February, among which were the following: *Sylvester F. Whalen*, 190,000 lbs.; *Killarney*, 185,000 lbs.; *Mother Ann*, 200,000 lbs.; *Corinthian*, 202,000 lbs.; *Kingfisher*, 235,000 lbs.; *Joseph & Lucia*, 171,000 lbs.; *Barbara C. Angell*, 156,000 lbs.; *Hilda Garston*, 220,000 lbs.; *Columbia*, 225,000 lbs.; *Ronald & Mary Jane*, 150,000 lbs.; *Pilgrim*, 190,000 lbs.; *Benjamin C.*, 214,000 lbs.; *Catherine Amirault*, 184,000 lbs.; *Mary & Josephine*, 210,000 lbs.; *Gaetano S.*, 150,000 lbs.; *V-E-Day*, 215,000 lbs.; *St. Nicholas*, 188,000 lbs.; *Pan Trades Andros*, 150,000 lbs.; *Brookline*, 200,000 lbs.; and *Florence & Lee*, 215,000 lbs.

Fresh fish production for the first two months of the year amounted to 14,597,000 lbs., as compared to 3,356,000 lbs. in 1947, and 12,155,000 lbs. in 1945, the year which previously held the record for the best January and February landings.

Union Rules Fish Must Be Weighed in Boxes

The Atlantic Fishermen's Union ruled on February 5 that after the middle of March all fish landed at Gloucester wharves will have to be weighed in 500-pound boxes rather than in baskets. The differences on this matter emanate from the percentage deducted by buyers for ice content, which has been a sore point between fishermen and buyers for some time. The fishermen are said to maintain that if the weighing is done from the large boxes, the major portion of the ice content will have been culled out from the fish.

"Emily Brown" Is High-Liner in South

The *Emily Brown*, Capt. Frank Brown, is the top Gloucester dragger in the South this year. In 5 trips landed at Fulton Market, N. Y. during the period from January 1 to about the middle of February, the vessel gross stocked some \$42,000, with a gross share of about \$1900 per man. The craft's sixth trip, landed February 26, was a 90,000-pound haul consisting of 73,000 lbs. of scup, 8,000 lbs. fluke, 7,000 lbs. sea bass and 2,000 lbs. mixed.

Changes in Command

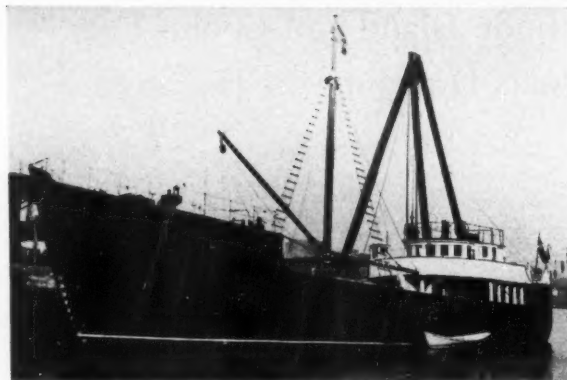
Capt. Bert Cluett of Gloucester is the new skipper of the Boston dragger *Theresa R.* Capt. Cluett formerly had the *Redskin*, besides other commands.

Everett Hale of Rockport is now the captain of the Boston dragger *Margaret & Marie*. He previously went as engineer on several Gloucester draggers.

To Make Survey of Annisquam River

Brig. Gen. Raymond G. Moses, Division Engineer of the War Department for the New England area, has notified Lawrence J. Hart, manager of the Gloucester Chamber of Commerce, that he has obtained funds for the purpose of making a survey to determine the extent of dredging work necessary to maintain channel depths in the Annisquam River and for dredging the bar at the Ipswich Bay entrance. Actual dredging operations are expected to start immediately after the survey is completed.

The channel depth of the River has shoaled considerably at various points to such an extent as to become a serious menace to navigation, and the shoaled condition at the Ipswich Bay entrance to the River makes passage extremely hazardous at almost all times, and especially so during heavy weather.



The new 140' Newfoundland sealer "Terra Nova", owned by Bowring Bros., Ltd., was due to start operations this month. She is powered by a JS-6 reversible Cooper-Bessemer Diesel.

Fisheries Convention to Feature Consumer Panel Discussion

One of the outstanding events of the San Francisco Convention program of the National Fisheries Institute will be a panel discussion featuring "Mrs. Housewife" who will be bracketed with two representative producers, two wholesale distributors and a retailer. This will be followed by a general discussion on all the problems affecting the industry, during which the entire membership will have an opportunity to question the panel speakers.

Early this month, more than 700 delegates already had registered for the Convention, which will be held at San Francisco's Fairmont Hotel, April 7-10.

A well-rounded program, covering all phases of the fish business, has been planned. Among the many speakers will be Congressman Thor C. Tollefson, chairman of the House Subcommittee on Salt Water Fisheries; and J. W. Buchanan, president of the Fisheries Council of Canada. James K. Knudson, Department of Agriculture will discuss "Fish and Freight Rates"; Joseph L. Alioto, San Francisco attorney, will talk on "Fisheries Labor"; George E. Burgess of New Orleans will cover the "Fisheries of the Gulf of Mexico"; and R. R. Smith of the Dupont Company will have as his subject "Improved Packaging Can Sell More Fish".

Another session of the convention will be devoted to advertising and publicity. Russell Z. Eller, California Fruit Growers Exchange, will present an address entitled "How Advertising Changed the Eating Habits of the Nation". Progress reports of the Institute's advertising program will be given by Wm. C. Eardley, Seattle, chairman of the Advertising Committee and Murray Wheeler, advertising director of the Institute.

The fun and frolic activities of the Convention will be in the hands of the San Francisco host committee, under the chairmanship of Lionel Shatz of A. Paladini, Inc. Included in the entertainment features will be a ladies' tea and fashion show.

A special Convention train, traveling through various points of scenic interest in the West, will leave Chicago on March 31, and return on April 16.

Several Draggers Get New Batteries

The Gloucester dragger *St. Peter II*, owned by Capt. Benjamin Favazza, has been equipped with Surrrette G-T-S-21, 114 volt, 340 amp. marine batteries. Among other Gloucester boats recently equipped with 32 volt Surrrette batteries are Capt. Salvatore Nicastro's *Seraphina N.*, Capt. Salvatore Curcuru's *Ave Maria*, Capt. Philip Curcuru's *Philip & Grace*, and Capt. Jerome Lovasco's *St. Joseph*.

The batteries were sold and installed by Louis Posner Marine Radio Equipment, Inc., which maintains shops at 265 Northern Ave., Boston and 7 Main St., Gloucester. The Company has been a Surrrette distributor for nearly 10 years, specializing in large marine installations, and maintaining complete facilities for checking, testing and servicing.

Great Lakes Ice Hinders Fishing Operations

Throughout February, fishing boats were held inoperative in many Great Lakes ports, particularly in Wisconsin, due to ice fields blocking the harbor entrances. In some cases tugs fought through the ice to open water and managed to do some fishing. However, many tugs were unable to do this and in some instances became locked in the ice necessitating rescue. The Coast Guard was able to help with the ice breaking at a few ports but in spite of all efforts, fishing was curtailed to a great extent.

Herring fishermen, working off Round Island, upper St. Mary's River near Sault Ste. Marie, Mich., had to halt operations early this month when the ice weakened during a thaw. After a few days, however, cold weather returned, tightening the ice, and icefishing was resumed at its peak. Best catches of herring were reported on the Canadian side off Gross Cap and farther up on the American side off Iroquois, Whitefish Bay, in the Michigan waters of Lake Superior. Veteran fishermen discount any contention that herring are falling off in critical quantities, but credit the fish with an instinct that leads them to keep clear of dangerous slush-ice areas.

It is reported that ice breakers plan operations in that area about March 25. Until then, icefishing for herring and other species of lake fish in that region will continue as weather permits.

Pound Net Law Revised

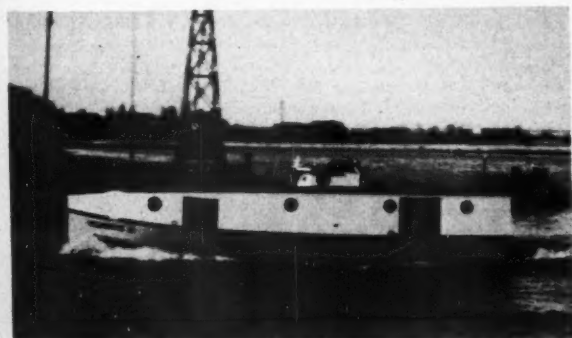
A treaty drawn between the United States and Canada, and now before the United States Senate for ratification, has prompted Wisconsin to change its law governing mesh size in pound nets used in waters over 50' deep in Lake Michigan, northern Green Bay and Southern Green Bay.

Effective March 1, 1948, the revised law requires that such nets "be equipped with pots having a size of mesh not less than $4\frac{1}{2}$ ", excepting that one or not more than two lifting sides shall be of a mesh not more than $3\frac{1}{2}$ " and extend to a depth of not less than 20 nor more than 35' deep from the top rim line of the pot or crib; except that such pound nets as were in use on April 22, 1944, may continue to be used in the waters of Lake Michigan and Green Bay until December 31, 1950. All pound nets operated on and after January 1, 1951, must comply with the foregoing pot regulations."

The law further states that "no pound net or nets may be used, set, placed, or operated in more than 90' of water.

Signs Lake Superior Boundary Compact

Governor Sigler of Michigan recently signed the Michigan-Minnesota-Wisconsin boundary compact developed by a committee of experts last year. The pact defines the measuring points for the determination of the tri-state boundary in the narrow corner of western Lake Superior. Signing of the compact settles Michigan's claims to a small segment of Lake Superior waters and a few uninhabited islands.



The 42' tug "Wolverine II" owned by Capt. Emil Kalliainen of Chassell, Mich. She is powered by a 110 hp. General Motors Diesel with Twin Disc power take-off to operate the lifter. Other equipment includes a Michigan propeller and Ederer nets.



The 40' tug "Ann B" owned by George W. Bohman of Algoma, Wis. She is equipped with a 30 hp. Kahlenberg Diesel, Michigan propeller, New Bedford rope, Ederer nets and Pflueger hooks.

New Type Sea Lamprey Trap Being Built

In continuing the study aimed at finding a suitable method for control of the sea lamprey, a Michigan Conservation Department crew has started construction of a fish weir near Mackinaw City to trap the parasites. The weir, built from a Swedish pattern, is designed to capture small and large sea lampreys alike. The small creatures will be taken by means of self-cleaning, small mesh screens, while the adult spawners will be caught with a box-type trap.

As a member of the House Merchant Marine and Fisheries Committee, Congressman Charles E. Potter will urge action against sea lampreys in waters of the Great Lakes. Potter has pointed out that the lamprey problem is an international one and will propose to the Committee that legislation provide for cooperation with Canada for controlling the lamprey in the Great Lakes.

Search and Seizure Law Discussed

Michigan's search and seizure law troubles ultimately will be settled to the satisfaction of all, according to a statement made by Francis P. Furlong, district conservation supervisor, before 190 fishermen at a meeting held at Sault Ste. Marie, Mich., recently. He added, however, that the provisions of the present law must be observed unless construed otherwise by the Michigan courts.

Fishermen suggested the law be clarified at the coming special session of legislature and Gov. Sigler said he would take up the matter if time permits.

Whitefish Bay Netters Doing Well

Fishermen, netting through ice in the Whitefish Bay region of Michigan, reportedly are making some very good catches of whitefish, trout and herring. The average haul, of which two usually are made in a day, brings about 300 lbs. of trout, with whitefish running as high as 600 lbs. The takes where several lengths of nets are used are naturally larger for the lot.

Consider Closer Inspection of Food Fish

The Michigan Fish Producers Association, which held a meeting early in February at Traverse City, considered means of obtaining closer inspection of food fish. It was alleged that poor fish from Canadian producers has injured the market for fresh-water fish.

The group noted that Lake Michigan trout production has fallen from 1,500,000 lbs. to a figure of only 15,000 lbs. last year, and placed the blame for the decline on the lamprey eel.

Sells Interest in Fisheries Firm

Floyd Grover of the Grover Brothers Fisheries of Montague, Mich., recently sold his interest in the firm to his brother James and son James, Jr., who will hereafter conduct the business. The two brothers have been engaged in the commercial fishing business in Lake Michigan for the past 21 years.

L. H. Schweig of Chicago has purchased the tug *Maggie Lynn* from the firm.

Maine Sardine Industry Expects Good Season

The Maine sardine industry is believed to be headed for one of its best seasons in 1948, with 7 new factories scheduled to go into operation about March 15, bringing the total number of fish processing plants in Eastern Maine to nearly 30. Two of the new plants are located at Millbridge, one owned by the Riviera Packing Co. of Eastport and the other owned by L. Ray of Millbridge. The West Coast Fisheries and the Alco Co. plan to open plants at Lubec; the Harris Cove Packing Co. has established a new factory at Addison; and Arthur Unobsky plans to open a factory at Robbinston and Erich Zwinkel one at Cutler.

The largest of the new plants will be the West Coast Fisheries factory, which it is expected will employ about 200 persons. This firm and the Riviera Packing Co. are planning year-around production by packing groundfish and vegetables when herring cannot be obtained.

March 1 was the opening day for operations in 22 sardine plants along the Eastern Maine coast. Improvements were made at many of the plants during the Winter months.

Indications early in March were that there would be a good supply of sardine herring for the seiners and weirmen this season. Boatmen coming in from groundfishing have reported seeing herring all along the Maine shore and in the bays as well, and extensive schools of the fish are said to be present in Canadian waters off Grand Manan.

More extensive deep-water seining is planned this year, and if this proves successful it may be carried on through the Winter, thus eliminating some of the seasonal features of the business. The brisk demand for herring has stimulated interest in weir fishing, and several new weirs will be constructed along the shore and in the bays of Eastern Maine. However, it was not expected that any of the shore weirs could be put into operation before April 1, owing to the weather, shore ice and danger to boats and gear from floating ice.

Conducting Study of Smelt Fishery

Frederick Baird of the Maine Sea and Shore Fisheries Department is conducting a biological study and survey of the Atlantic smelt to determine whether specific management measures are necessary to maintain or increase the fishery. The survey, which also is expected to determine whether existing fishing methods are aiding or damaging the fishery, is considered to be especially timely because of the increased activity in the smelt industry. According to Department figures, the number of shanty fishermen on the salt rivers and inlets has more than doubled since the close of World War II.

The first work in the study has concerned the feeding and schooling habits of the fish, and further work includes a program which will determine the possibility of developing smelt runs in new areas. It is believed by Baird that the smelt fishery can be greatly expanded in streams where either natural or man-made obstructions have kept fish from spawning. This work will not only be an aid to the smelt fishery, but may locate potential salmon and alewife streams, according to Baird.

The consumer demand for smelts has out-stripped production, although total catch figures have more than doubled since 1940. In 1947, the commercial smelt catch was about 600,000 lbs., valued at \$140,000.

Dragger "Aloha" Floated

The 95' Rockland dragger *Aloha*, which went aground on the eastern end of Andrews Island February 10, was pulled off the following day by a Coast Guard vessel and the draggers *David A.*, Capt. Carl Reed; *Helen B.*, Capt. Leo Blood; and *Helen Mae II*, Capt. George Ross. The *Aloha*, owned by Joseph Dolan of Guilford, Conn. and skippered by Capt. Frank Ross of Owls Head, was inbound from the Grand Manan Banks with a catch of 65,000 lbs. at the time of the accident. After being freed, she was hauled out for repairs at the Shipyard Division of General Seafoods Corp. in Rockland.

"Silver Bay" Lands Big Catch

The 96' steel dragger *Silver Bay*, skippered by Capt. Harold Paulson, landed 170,000 lbs. of mixed fish at Portland on February 9, which represented the largest catch taken out at that



The Bettman Archive

Dorymen cod-fishing off Portland, Maine, in 1891.

port since last September and a near-capacity haul for the dragger. The fish were landed after a 16-day trip 100 miles east of Halifax, N. S. in severe Winter weather, and netted the 9 crewmen \$432 each. The catch consisted of 154,000 lbs. of redfish and 16,000 lbs. of groundfish.

The craft had considerable trouble during the trip, being forced to put into Halifax for two days for repairs, and later putting into Liscomb Harbor for shelter from winds. Capt. Paulson reported that it was so rough for 3 days during the trip that it was impossible to fish.

State of Maine Seafood Recipe Book

The 1948 State of Maine seafood recipe book, now ready for distribution, contains 115 recipes which are believed to be representative of "Down East" seafood cookery. The recipes were selected from thousands of family favorites by a committee of food experts, and many of them are what might be called "heirloom" recipes, handed down from mothers to daughters for generations. Free copies of the new recipe book, which contains many illustrations in color, can be obtained by writing the Maine Development Commission, State House, Augusta, Me.

Jensen New Head of General Seafoods Shipyard

Carl Jensen of New York recently was named manager of the General Seafoods Shipyard Division, Rockland, thus relieving general manager Fred C. Gatcombe for other duties in connection with the Fisheries Division. The change came in a general re-arrangement of the work load by company officials in order to permit a wider scope of operations in the Rockland area.

Gatcombe, who is still the senior official of General Seafoods in Rockland, will devote the greater part of his time to the development of the Fisheries Division. One feature will be getting additional draggers to sell their catches locally and the general increasing of the fleet delivering to the firm's fillet plant.

Boothbay Harbor Woman Featured in "American"

The February issue of the *American Magazine* contains a story about Mrs. Mary G. Higgins, the 82-year-old Boothbay Harbor woman who still is active in the Fred B. Higgins Co., a wholesale lobster firm founded 53 years ago by her late husband. Although two sons give her a hand with details of operating the business, Mrs. Higgins is treasurer of the firm and takes care of all business dealings. A photograph of Mrs. Higgins accompanies the story, which is featured in the "Interesting People" section of the magazine.

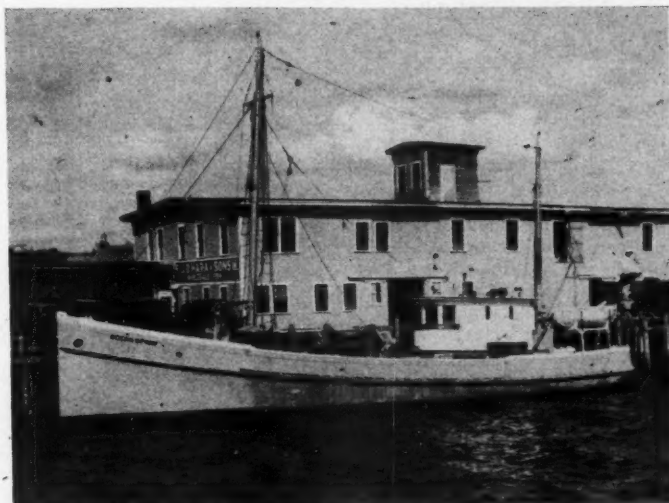
J. Arthur Stevens, Sr. Dies

J. Arthur Stevens, Sr., 62, of E. Boothbay, who was well known to boatbuilders and yachtsmen all over the country for his work in designing and building, died on March 1. Mr. Stevens was the senior partner of the firm of Goudy & Stevens, the former Frank Adams shipyard, which he purchased with Wallace Goudy in 1924. The shipyard is now owned completely by the Stevens family, Mr. Stevens' sons, J. Arthur Stevens, Jr. and James Stevens, and his son-in-law, Frank Cummings, having bought out Mr. Goudy's interest following World War II.

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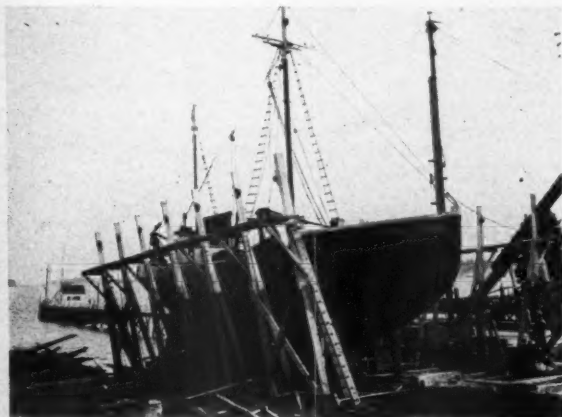
Satisfied owners know Wolverine's rugged design insures low up-keep for heavy duty fishing service. Wolverine Diesels are especially built to meet the power needs of fishing boats. Their design incorporates the latest proven engineering advancements. Maximum accessibility of working parts permits easy inspection and maintenance. The engines are rated to give sustained power output under all conditions. For long-range, overall economy, you can't beat Wolverine.



The 88' dragger "Ocean Spray" owned by Marion Quinn of Hampton, Va., which spent the Summer redfishing out of Rockland, Me. and now has returned to Virginia. Powered with a 230 hp. Wolverine Diesel.

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Save yourself those constant, little expenses—the time, energy and money you spend in honing, repairing, or replacing hooks and the loss of fish that get away. For, in the season's or the year's run these little losses add up big. Avoid them—by using

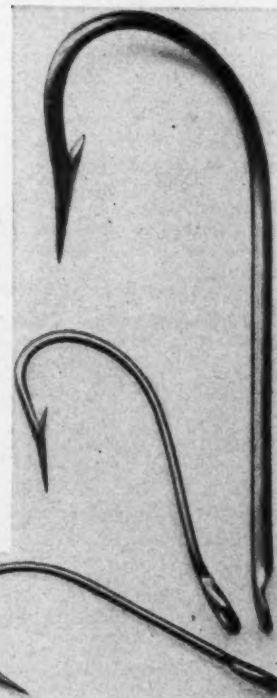
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Shown at the right are the Mustad-Halibut, the Mustad-Gravitation and the Mustad-Limerick but there are scores of other patterns to choose from.



Virginia Bill Provides for Seafood Industry Study

A bill which provides for setting up a 9-member commission to study all aspects of Virginia's declining seafood industry was introduced in the State Senate recently. Senators Robert O. Norris, Jr. of Lancaster and William M. Minter of Mathews offered the proposal as a joint resolution under which the commission would report its findings to the Governor and the General Assembly by October 1, 1949.

The group would be comprised of 2 Senators, named by the president of the Senate, 3 House members, named by the House speaker, with the remaining 4 members, including the chairman, to be named by the Governor. The commission could spend up to \$5,000 in carrying out its work.

A bill passed unanimously by the Senate on March 3 would make citizens of Maryland, as well as those of Virginia, subject to trial in Virginia courts after being arrested by Virginia authorities for violating fishing regulations in the Potomac River. Maryland now has a law which makes Virginia offenders subject to Maryland courts, and the Virginia bill makes this arrangement reciprocal. The bill was introduced by Senator Norris.

Another Norris bill, also passed by the Senate, authorizes the State Commission of Fisheries to change the opening and closing dates of the period in which patent tongs may be used to take oysters, shells and clams from natural rocks and shoals in State waters. However, the period could not be longer than 3 months.

Pound Netters Elect Permanent Officers

Pound net fishermen from the lower Northern Neck met at Kilmarnock on February 4 to perfect the permanent organization of the new Virginia Pound Net Fishermen's Association. Philip Somers of Foxwells was elected president, and other officers elected included T. Vaden Fitchett, Kilmarnock, vice-president; and Robert K. Whaley, White Stone, secretary-treasurer. The three officers, together with C. S. Simmons, White Stone, and E. Odell Fitchett, Palmer, were elected members of the executive committee. Ammon G. Dunton, White Stone attorney, was employed as counsel for the Association.

The first action taken by the new organization was to go on record as opposed to the establishment of the proposed Maryland-Virginia Chesapeake Bay Authority. In drafting the resolution against the Authority, the Association pointed out that its members do not oppose the conservation of fishery resources, but prefer to have it done under the authority of the Virginia Commission of Fisheries.

In addition to expressing opposition to the proposed Authority, the group voted to resist passage of the Colmer bill, which would place all tidewater fisheries under the jurisdiction of the Federal Government. Another measure which the organization went on record as opposing is the Lane bill, which would authorize strict Federal inspection and regulation of sea-going vessels of 15 gross tons or more and a length of 65' or over.

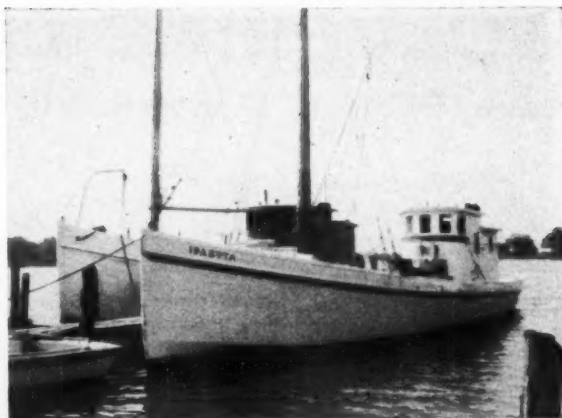
Land Record Catches of Rockfish

Record-breaking catches of rockfish were made on the Potomac River near Colonial Beach the week of February 16, when a few warm days brought the fish to shallow water. One haul of a small seine was reported to have brought in about 20 tons of fish on the 17th, while on the following day between 80 and 100 tons of fish were landed with a larger seine. The big schools of rock were sighted and caught off Muses Beach, and practically all of the fish were good-sized, weighing from 3 lbs. up.

The two-day catch of fish was so large that shifts of men worked day and night landing the fish and loading them into trucks to be taken to the markets. Large catches of rockfish were made in the Potomac last year, but no catch ever has been reported to equal the recent haul.

Seafood Operators Hampered by Ice

Ice coverage in the Bay and rivers ranged from 50 to 100% the middle of February, and it was estimated that approximately 2,000 oyster boats were immobilized in harbors up and down both sides of the Bay. Oyster and crab boats in the James and York Rivers and Hampton Roads were able to operate only in



The "Isaetta", 70' pound boat owned by Capt. T. V. Fitchett of Kilmarnock, Va. and equipped with a 141 hp. Chrysler Royal gasoline engine and Michigan propeller.

the daylight hours due to the ice, and were forced to proceed at slow speeds in order to avoid hull damage.

The 74' oyster boat *Andrew J. Lewis*, owned by the Irvington Fish & Oyster Co., Irvington, sank in the Rappahannock River on February 12 after striking an ice floe. The boat, which was laden with 2,940 bushels of oysters and was en route from Mobjack to Bertrand, sank within two or three minutes after hitting the floe.

One of the crew members, James E. Callis of Bertrand, was drowned. However, his father, Capt. Thomas E. Callis, and Eugene Haislip of Alfonso, clung to some boards and were rescued by a group of watermen who had commandeered a State ferry.

Fishermen's Assn. Holds Annual Meeting

Officers elected for the ensuing fiscal year by the Virginia Fishermen's Association at their annual meeting held at Reedville on February 10 were as follows: J. C. Jett, Jr., president; R. L. Haynie, Sr., vice-president; W. A. Mercer, secretary-treasurer; and Ammon G. Dunton, general counsel.

Charles E. Jackson, general manager of the National Fisheries Institute, and Raymond E. Steele, general counsel of the Institute, addressed the group.

Chilton Named to Fisheries Commission

W. Collin Chilton of Kilmarnock has been appointed to the State Fisheries Commission to fill the unexpired term of the late Joseph A. Billingsley of King George. Mr. Chilton represented Lancaster and Richmond Counties in the Virginia House of Delegates for several years, during which time he served as one of the Virginia members of the Atlantic States Marine Fisheries Commission.

Norfolk Area Landings

Norfolk area fish landings for the month of February were 3,342,000 lbs., and showed an increase of 258,000 lbs. over January production, and a jump of 232,000 lbs. over February landings of last year. Sea bass was the top species, with a catch of 1,882,000 lbs.; followed by scup, with 869,000 lbs.; and fluke, with 216,000 lbs. Most of the take was landed by draggers, with only a very small percentage having come from pound nets.

Delaware Crabs Die Under Ice

Large numbers of crabs off Bowers Beach in the Delaware Bay died during the month of February as a result of ice shutting off their air supply. This has happened only two or three times before in recent years, always during a severe winter.

Capt. Russell Dean, who operates the fishing boat *Avalon*, caught 5 bushels of crabs the middle of the month, but only 8 of the crustaceans were alive. The crabs are caught in the winter by scooping with a type of bucket drag which digs into the mud and brings both the mud and its contents to the boat.

How much gear can you buy

with the fish you

lose?



GOLD MEDAL SEINE TWINE

For hand-knitting, bending on, and hanging and mending, get the same high-quality twine that Gold Medal Netting is knit from. Ask for and be sure you get Gold Medal.

It's the fish you boat, not the fish that break away, that pay for the gear you need. In fact, successful fishermen say that Gold Medal nets even pay for themselves many times over by holding more fish.

And that is because we select strong cotton, twist it carefully, and knit it properly for the job you want it for.

Ask your supplier—ask your friends—
they will tell you that Gold Medal is tops in netting.

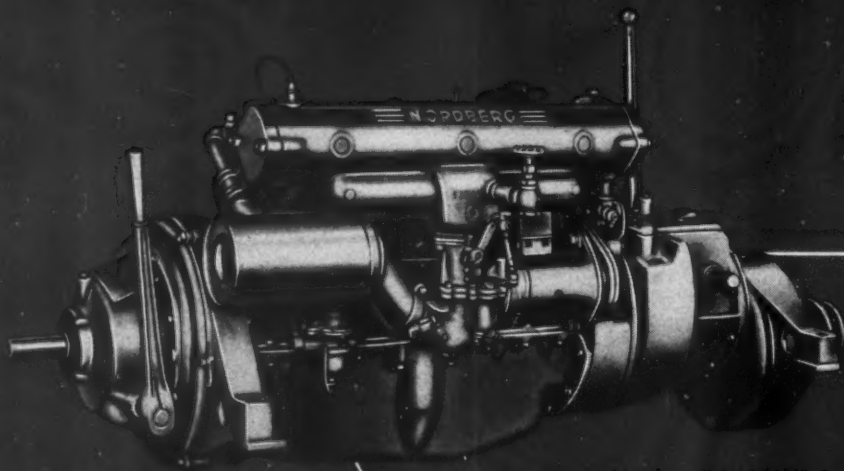
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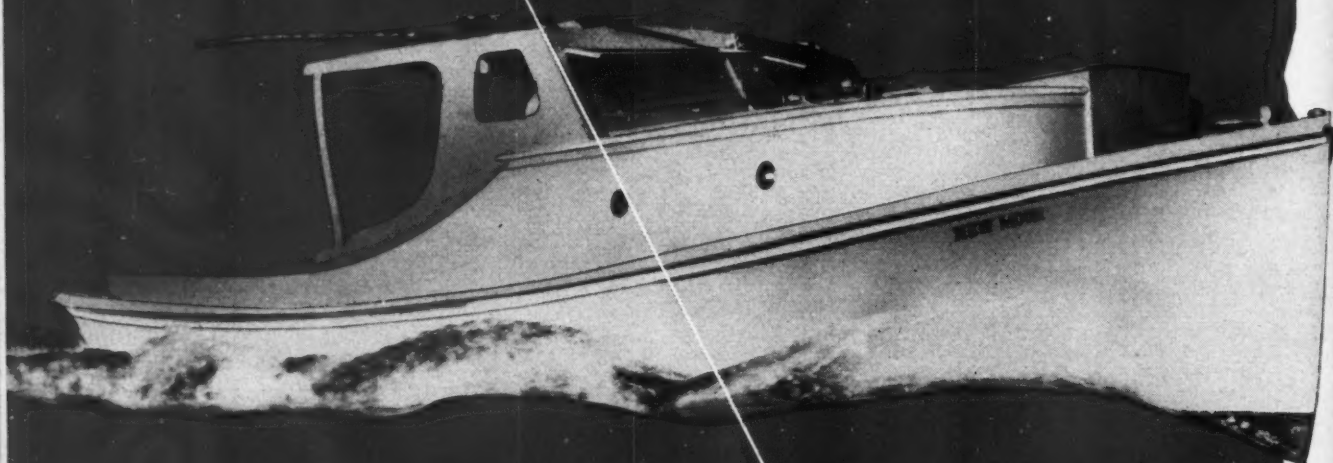


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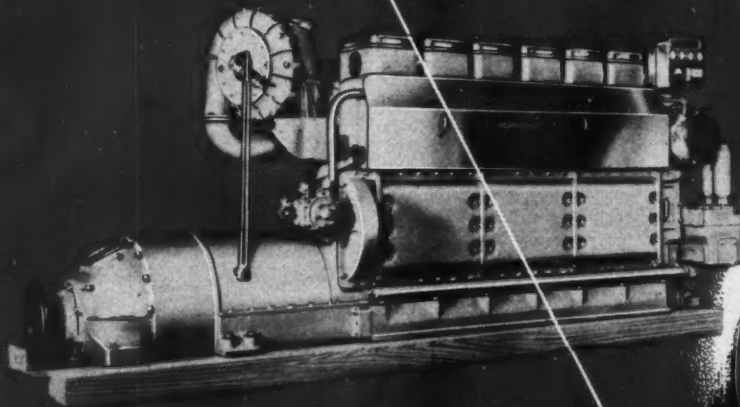
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Illustrated center left, Sport Fisherman—NORDBERG 135 H. P. 6-Cylinder Engine, Model 340 with 2.44:1 reduction gear—supplied and installed by J. N. Vernam Co. for Franklin Guthrie, Miami, Florida.



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Gulf Shrimp Boats Tied Up In Dispute with Dealers

More than 275 shrimp boats have been tied up at Morgan City, Berwick, Patterson, Greenwood and Abbeville, La. since the middle of February as the result of a labor dispute between the United Fishermen and Allied Workers of Louisiana and the shrimp dealers. The tie-up, which started on February 14, has closed every packing plant in the area, and the jobless, including fishermen, have been estimated at more than 3,000. The shrimpers have voted to stay in port until the dealers begin negotiations on an agreement which was submitted to them some months ago by the Union.

The Union has stated that it will consider dealer recommendations for changes in the agreement, with the exception of the clause which states that the dealers must identify all producers of shrimp as "employees". The chief issue in the dispute is said to be a Union demand that boat owners be recognized, as employees, not employers.

Although the dealers had not issued an official statement as of the early part of March, their contention, it was understood, is that they cannot operate under an agreement such as that drawn by the Union, especially that part that classifies them as "employers".

New La. Wholesale Seafood Firm

Henry Sanders and Ralph Mendoza of Morgan City, La. recently formed a wholesale seafood firm, to be known as Hy. Sanders and R. Mendoza. Their business is located on the Morgan City river-front in the building formerly occupied by V. Santos. Both men have had previous experience in the seafood business.

Mississippi Oyster Restoration Bill

A bill appropriating \$500,000 to replant oyster reefs destroyed off the Mississippi Gulf Coast by the September hurricane was approved by the State Senate on February 25, and sent to the House. Under the measure, authorized by Senators Houston Evans, Gulfport, Cornelius Ladnier, Bay St. Louis, and G. L. Beavers, Lucedale, the funds would be spent by the State Seafood Commission to dredge oyster beds, purchase seed oysters and scatter the seed bivalves over the reefs.

The Mississippi oyster industry, on which an estimated 15,000 persons depend for a livelihood, has been practically at a standstill since the hurricane.

Several other bills pertaining to the seafood industry were introduced the latter part of February. One of the measures would provide that 50 per cent of the oyster shells taken from the public oyster reefs in Mississippi be returned to the State. The bill also specifies methods of returning the shells to the reefs.

Another bill would set a tax of 25c per barrel on shrimp taken in Mississippi waters, in addition to the privilege license already required. The tax also would be levied on all shrimp canned or packed in the State and all shrimp shipped raw into or out of the State.

A third bill would set a license fee of \$5 for tonging oysters from the public reefs, and would require that applicants pay a license fee of \$35 on boats or vessels used in dredging oysters. An inspection tax of 5c on oysters canned, shipped or taken in the State is called for in another bill.

Also introduced were five measures which would revise the laws governing the duties and operation of the State Seafood Commission. One of the measures gives police powers to the Commission's chief inspector; another makes the assistant chief inspector and deputies responsible to the chief inspector; while a third requires the Commission to meet every month. A fourth bill would authorize the Commission to replant not only present oyster reefs but also to create new

reefs, and still another bill would clarify the chief inspector's duties.

Retaliation against Louisiana laws that forbid Mississippians to fish with trammel nets in Louisiana waters and assess a \$10 fee on Mississippi hook-and-line fishermen was reported to be the purpose behind a bill introduced February 17 in the Mississippi House. Offered by Rep. Francis Lee of Hancock County, the measure would ban trammel net fishing by Louisiana fishermen in waters off the Mississippi Gulf coast, and would place a \$10 license fee on those Louisianians who fish with hook-and-line in Mississippi waters.

The introduction of the bill followed a protest against the present "discriminatory" situation by members of the Hancock County Board of Supervisors, who revealed that there are some 30 Bay St. Louis fishermen affected to a great extent by the Louisiana laws.

A bill to create a committee to study problems of the oyster industry was before the Fish and Fisheries Committee of the Mississippi House on March 5. The bill, introduced by Francis W. Guidry of Harrison-Jackson Counties, would create a three-man advisory committee to work with the Seafood Commission. One member would come from each of Jackson, Harrison and Hancock Counties.

The committee would work with and advise the Seafood Commission in buying shells and oysters for planting, would supervise the planting and recommend the bars where planting is most needed. It also would assist the Commission in detecting violations of oyster, shrimp, crab and fish laws and generally in the work of bettering conditions in the seafood industry.

Alabama Oyster Planting Contract Awarded

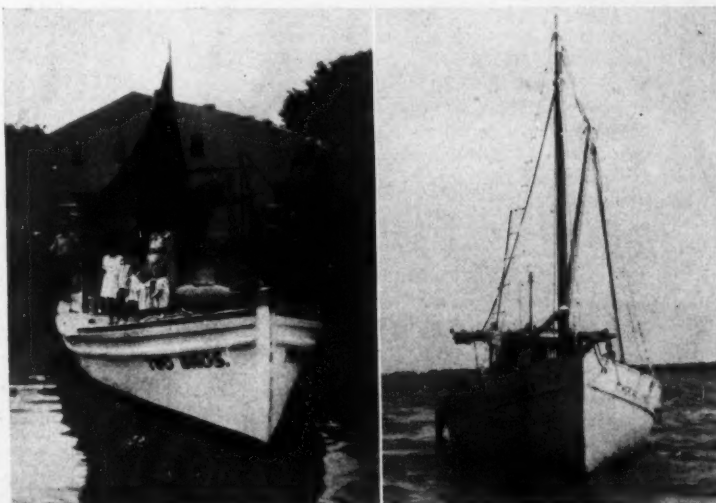
The McPhillips Packing Corp., Bayou La Batre, has been awarded a contract by the Alabama Conservation Department for dredging and replanting 40,000 barrels of seed oysters in Mobile and Bon Secour Bays. The contract was awarded to the firm on the basis of its bid of 22½c per barrel.

Shrimp Trawler Launched by Klonaris


Klonaris Shipyard, Morgan City, La., launched a 65' x 18' x 7½' trawler built for Joe Webster and Mert Yonge of Morgan City. She will be powered by a D17000, 135 hp. Caterpillar Diesel. The vessel has cypress planking, long leaf pine inside sheathing and oak frames.

Mexican Shrimp Imports Show Increase

The quantity of fresh and frozen shrimp imported from Mexico during the month of December, 1947 amounted to 2,247,032 lbs. Imports of Mexican shrimp for the year 1947 totalled 13,228,505 lbs., or 10 per cent greater than in 1946, when 12,056,001 lbs. were entered through customs.



Left, the 43'8" shrimper "Two Bros." owned by Henry Cenac of Houma, La., and equipped with a 115 hp. Chrysler Crown gasoline engine and Columbian propeller. Right, the 57' Biloxi, Miss. shrimper "Elmer Williams II" owned by Jack Williams. She is equipped with a 77 hp. D8800 Caterpillar Diesel with Twin Disc reduction gears, Columbian propeller, Willard batteries, Ederer nets.



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Maryland Considers Tighter Oyster Law Enforcement

John E. Clark, chairman of the Maryland Department of Tidewater Fisheries, and several of the Department's enforcement officers, met with a number of watermen and packers at Crisfield on February 21 for the purpose of discussing enforcement of the oyster laws, particularly in Tangier Sound, where a large number of undersized oysters have been caught this season. The watermen appeared to be in favor of stricter enforcement of the laws, but pointed out that if 2 or 3 dredgers catch and sell oysters of illegal size, all dredgers are forced to do the same in order to compete.

The packers expressed the opinion that oysters should be inspected on the rocks where they are taken. They pointed out that if oysters were inspected on the rocks, oystermen would have to cull the bivalves properly and throw back those that were too small to meet the requirements of the law.

Chairman Clark pointed out that the fines levied against violators of the oyster size law by Crisfield courts are not sufficiently stiff to discourage oystermen from further violations.

Shad and Herring Season Opens

March 1 was the opening for the shad and herring season in the Maryland waters of the Chesapeake Bay and its tributaries. The herring made their appearance in Pocomoke Sound, which is partly in Maryland and partly in Virginia, the last two weeks in February. Herring started off at a very high price, selling for 90c a dozen in the Crisfield market.

The oyster business slowed down somewhat during February, and a number of large runboats were laid up for the season. The stock brought in during the month was small.

New Equipment for Planting of Shells

The Maryland Department of Tidewater Fisheries has ordered a loader and a conveyor for use this Spring in oyster planting operations. The new equipment is expected to permit the loading of barges many times more rapidly than by manual labor as used in the past.

Besides increasing the efficiency of the operation, the loader and conveyor will assure more shells being planted at the critical time when a heavy set of spat is possible.

Asks Payment for Damages to Oyster Beds

Rep. Sasser of Maryland has introduced a bill providing for a Federal payment of \$20,000 to the State for damages to oyster bars as the result of dredging.

Oyster Boat, Skipper Lost

The wreck of the 45' oyster boat skippered by Capt. Kenneth Malkin was found recently in 18' of water off Tilghman's. Watermen reasoned that the oyster boat, which had been the object of an all-night search by 4 patrol craft, had been overturned by a gust of wind. Malkin, who had set out to buy oysters from smaller boats operating in the Choptank River, was drowned in the accident.



The 48' crab boat "Patricia" owned by Capt. Earl Abey of East New Market, Md. She is painted with International paint and powered by an Osco Ford V-8 conversion using Gulf lube oil, Willard batteries and Federal propeller.



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Weighs less than 3 lbs. Only 12 inches long. Holds any boat up to 12 feet. Low priced at about \$4.85.



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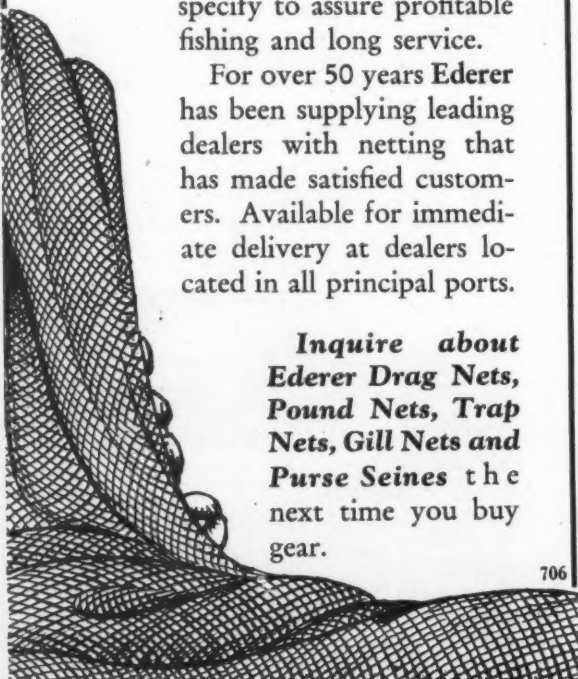
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Atlantic Fishermen know from past experience that Ederer Netting is the finest grade money can buy—Because Ederer Netting is made from the best grade twine, woven into strong, durable nets under the guidance of expert craftsmen with the aid of the latest type machinery, and thoroughly inspected to assure our customers of strongly tied knots and flawless netting. The mesh and selvage are made just as you specify to assure profitable fishing and long service.

For over 50 years Ederer has been supplying leading dealers with netting that has made satisfied customers. Available for immediate delivery at dealers located in all principal ports.

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The 54' dragger "Sadie A. Nickerson" owned by Thomas Thomassen, West Sayville, N. Y. who has been in the fishing business for 30 years. She works out of Island Inlet, Islip, N. Y., and is powered by a 115 hp. D13000 Caterpillar Diesel with a 2:1 Twin Disc reduction gear.

Long Island Boats Resume Fishing as Ice Breaks Up

Commercial fishing and clam boats moved about in the Great South Bay with some degree of freedom early in March for the first time since December, as the thickest ice cover in many years began to crack in earnest. The big break-up in the ice came on February 28, after a 63' Coast Guard cutter had broken a pathway from Bay Shore to Sayville to free clam and oyster beds in the area. Previously the cutter had been attempting to keep a channel open between Bay Shore and its base at Fire Island. On top of the cutter's successful effort to open a channel, the ice in the Bay was shattered by a nor'easter.

Along the south shore the break-up caused extensive damage to pilings and docks except off Sayville and West Sayville, where actual damage was not heavy.

Fishery Education Programs

More than 100 Bridgeport, Conn. women recently took a two-hour course on fish and shellfish, which featured a lecture by the Fishery Council, a display of 30 species of fish and shellfish and a sampling session. The course concerned the variety of fish available, their food value and flavor, and handling and preparation.

The Community Service Division of Sachs Department Store chain opened its series of home improvement programs with a fish and shellfish demonstration through the cooperation of the Council. Three films on the industry (stressing careful handling and sanitation), a display of 35 fishery items, a cooking and sampling session, and a lecture by the Council, completed the program.

Fishery Council Prepares New Poster

The Fishery Council, 204 Water St., New York City, has prepared a new poster carrying a large illustration of a fish with the slogan "A Treat That Is Fine—Anytime!". They also are distributing a new series of neat, eye-appealing streamers, each of which carries the name of a particular variety of fish or shellfish.

Fulton Market Holds Annual Dinner-Dance

Fulton Fish Market's Annual Dinner-Dance was held at the Hotel St. George Grand Ballroom, Brooklyn, on February 28. Frank Wilkisson, Joseph Cantalupo and Dan Cipriano, were co-chairmen.

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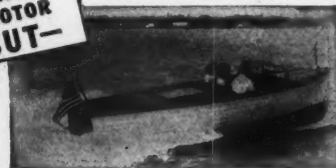


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22' L. O. A.—7' 6" Beam—22" Draft

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Jefferson-Travis equipment on August 28, 1936.

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Through the years among New England commercial fishermen, men who depend on marine radiotelephone for their lives and livelihood, Jefferson-Travis equipment has been the dominant choice.

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North Carolina Shrimpers Catching Menhaden

Several Southport shrimp trawlers have been engaged in menhaden fishing recently, which shows promise of becoming a regular activity for the boats during the Wintertime, especially when shrimp are too scarce to make operations profitable. Fifteen or twenty minutes is said to be the average drag length for menhaden, as against an average of about one hour for shrimp. The trawlers are selling their catches to the Brunswick Navigation Co., and some of the 3-man boats landed more than \$900 worth of menhaden the week of February 16. The top trawler for the week was the *Sea Boy*, operated by Capt. Kenwood Varnum.

Other Southport shrimp trawlers have been investigating the possibilities of food fishing off the Brunswick County coast. Two of the boats, the 54' *Seafighter*, owned by Lewis J. Hardee and skippered by Capt. Walker Lancaster, and the 65' *Penny*, owned and skippered by Capt. Merritt Moore, made several fishing trips to a point about 45 miles offshore during February. The biggest trip landed so far by the *Penny* was 15,000 lbs. of sea bream and sea bass, while the *Seafighter's* best trip was a 14,000-lb. haul. It is expected that more trawlers will add fishing rigs to their equipment, engaging in this business whenever shrimp production lags or the price of fish warrants it.

Shrimp Survey Underway

A study of North Carolina's shrimp resources, in charge of a 5-man commission headed by W. S. Wells, Southport, began on March 1. Data is being compiled on the habits of the crustaceans, as well as on other phases of the industry, and it is hoped that this information will make it possible to carry on shrimping profitably the year around. The study, which is being financed by a \$50,000 appropriation made last year by the General Assembly, will cover those sections of the North Carolina coast where it is believed that there are prospects for developing the shrimping industry by locating and chartering new shrimping areas, mostly at some distance offshore.

The vessel that is being used in the survey is the 85' Navy craft *Reliance*, loaned to the State by the Oceanographic Institute of Woods Hole, Mass. The craft, capable of accommodating a crew of 18, is equipped with modern navigation and scientific instruments, including a depth sounder, loran, radar, and a camera capable of taking photographs of the sea bottom to a depth of 1/4 mile.

Setting of Nets in Intracoastal Waterway

Col. H. R. Cole, U. S. Army Engineer of the Wilmington District, recently revealed that he has received complaints to the effect that fishermen engaged in drift net fishing in the Intracoastal Waterway are not properly attending their nets and are using nets which are not suitably marked.

Col. Cole pointed out that it is unlawful to place set nets made fast to stakes or any other type of fixed fishing structure in the Intracoastal Waterway, but said that there is no objection to the use of floating gill nets or drift nets in the Waterway within the limits of his District, provided various rules are observed.



Capt. Thomas Lewis' 40' fish and shrimp boat "Sea Ranger" of Harkers Island, N. C. She is equipped with a Columbian propeller, Willard batteries, and a 115 hp. Lathrop gasoline engine using Esso lube oil.

Seven Subchasers Being Converted to Fishing

Seven former Navy subchasers, recently bought by Carteret County residents, are in various local shipyards being converted for use as menhaden boats. The vessels and their owners are as follows: *Cicle*, owned by Calvin M. and David Jones, Beaufort; *Tender Heart*, owned by Elmer and Wesley Willis, Williston; *Air Phoebe*, owned by Capt. Bonner Willis, Beaufort; *Air Lapwing*, owned by Capt. Glen Willis, Beaufort; *Air Swallow*, owned by Capt. Leon Merrill, Beaufort; *Air Stark*, owned by George R. Wallace, Morehead City; and *Air Swallow*, owned by Capt. Grady Davis of Marshallberg.

Urges Marking or Removing of Wrecks

Dr. Herbert F. Prytherch of the Beaufort Fish & Wildlife Service Laboratory spoke on the marking or removing of wreckage from the Atlantic coast at a meeting of the Beaufort Rotary Club on February 3. Dr. Prytherch has compiled information on the wrecks which he plans to place before a Congressional committee as one of the steps in obtaining a Government appropriation for having the work done. He reported that more than 800 submerged craft are within the 100 fathom curve on the Atlantic Gulf coasts, and that fishermen plying these waters lose 10 million dollars annually in nets and damage to boats.

Styron to Move Operations to Oriental

Roland Styron of Hobucken, who owns several large shrimp trawlers, plans to move his operations soon to Oriental, where he has built fish houses. During the middle of February the Government had a dredge at Oriental deepening the channel.

Outfitting for Party Fishing

(Continued from page 19)

The toilet of a party boat is a fitting that must be kept in good workable shape at all times. It is advisable to install the largest type of marine toilet available for the large pumps of that type of toilet are far better able to cope with party boat conditions. It would be well to fit the entire toilet room floor in the form of a pan that will drain into a small sump tank in the bilge and this piped through a tee with suitable valves to the bilge pump, for obvious reasons. If such a pan is fitted, the bottom of it should be cleated, preferably with thin teak cleats, as otherwise the floor would be slippery.

Windows need protection by gratings and skylights ought to be protected by a heavy grating of wood on sturdy legs. Thus people will sit on that grating rather than on the skylight, twisting the frame and breaking the glass. If the party boat is fitted with portholes, these should be either of the non-opening type or fitted in such manner that they cannot be opened by the party members, for they will be sure to open forward portholes when the boat is diving into head seas.

In all party boats, the government required equipment should receive frequent inspection. Any life preservers, fire extinguishers, and other such emergency equipment that is not first class, should be junked. How to locate life preservers and fire extinguishers in such manner that they do not become the toys of drunken parties is somewhat of a problem and must be coped with on each individual boat to the best advantage. Both the Coast Guard and common sense require that this equipment be so placed that it can be reached quickly and easily for use in an emergency. But the more accessible they are for emergency, the more accessible they are to parties who would use the life preservers as seats, coats, souvenirs of the trip, and whatever, and who would use the fire extinguishers to squirt in each other's faces in a playful manner.

Fire axes, gaff hooks, and other such innocent devices can become lethal weapons on a bulk party boat. They ought to be carried in such manner as to be handy to the master but not available to the use of the parties.

The average offshore party boat is not troubled with such problems, since as a rule the parties are well behaved. Such parties average four persons and usually there are two men in charge of the boat. But in the case of bulk party boats, a party may consist of 10 to 15 persons, and frequently there is only one man to operate the boat and handle the party. While the members of bulk parties generally are fine people who treat the boat, master and each other with decency and respect, it is wise to take such precautions as have been outlined.

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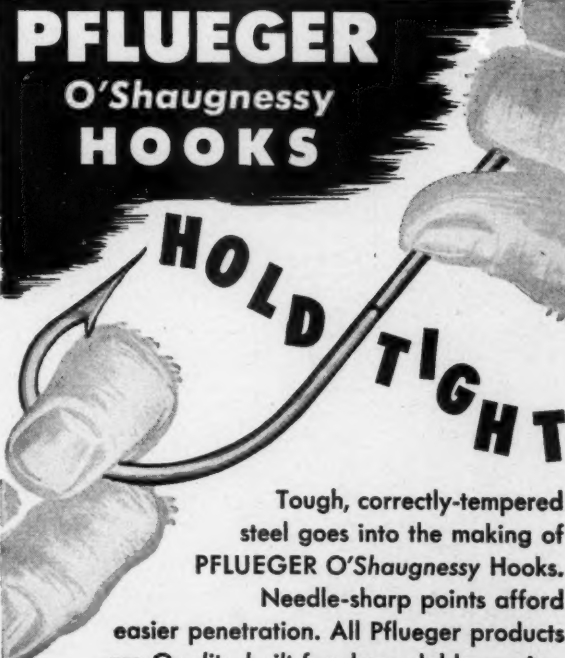
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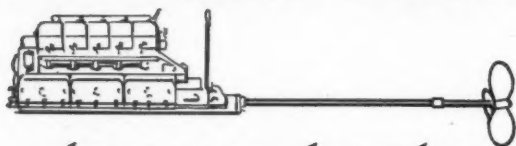
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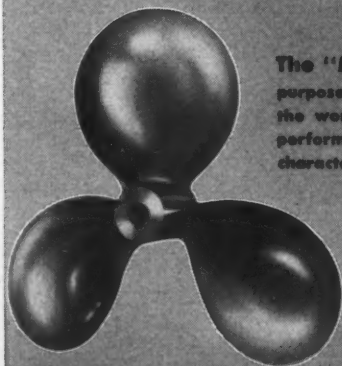


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South Carolina Fisherman Discovers New Grounds

Capt. Herman Von Harten of Beaufort, who has been in the fish and shrimp business for 15 years, returned from a trip to the Gulf Stream 100 miles off the South Carolina Coast late in February with his 60' *Captain Geech* to land a catch of 4000 lbs. of grouper and red snapper. This haul confirmed the Captain's belief that there are good fishing possibilities in that area, which is farther out than South Carolina fishermen usually go.

The largest grouper caught was estimated at around 400 lbs. These fish were taken by hook and line in water of 180 to 200' deep and, according to Capt. Von Harten, they lost one for every one caught because their gear wasn't heavy enough for such big fish. However, the *Captain Geech* was refitted with heavier gear and left again for another try.

This veteran fisherman warns others who may wish to try their luck in the Stream that the seas and weather get quite heavy at times and it calls for bigger and better boats than are common in the South Carolina and commercial fisheries.

"Anna Estelle" and Crew Rescued at Sea

The 53' shrimper *Anna Estelle*, owned by C. G. Giannis of Charleston, was safe in Mayport with her tired and haggard crew February 19 after being at sea 15 days, 13 of which they had been without power, lights or radio communication. When the food supply ran out, life was sustained for the last 10 days with boiled fish and a little water caught during a rain storm.

Capt. Henry Jastrzembski, his wife Virginia and three crew members; Kenute Harrison, John J. Cook and Walter Mitchell had been at the mercy of the sea since the vessel's batteries went dead two days out of Charleston. They were unable to recharge the batteries because water in the fuel made it impossible to start the generator engine. After riding at anchor for a few days, a storm broke the boat loose and she drifted helplessly up and down the coast until discovered 25 miles off the St. Johns lightship by Capt. Bill Bryant of the 28' *Playboy*.

Capt. Bryant took the drifting boat in tow when notified that no Coast Guard vessel was available. He was relieved by the *Pearl of the Sea*, Capt. Sam Collins of Savannah, Ga., when 10 miles off the lightship.

Bill Would Ban Shrimp Trawling

The South Carolina House of Representatives recently passed and sent to the Senate a bill by the Beaufort County delegation which provides for outlawing shrimp trawling in Beaufort County. The bill would repeal an act of 1943 permitting shrimp trawling in the County as a war emergency measure. This would make Beaufort County revert to the State's general law prohibiting shrimp trawling anywhere in South Carolina.

Rep. Rodgers of Beaufort and others have introduced a bill to amend the court-contested shrimp licensing measure, passed at the 1947 session, by changing the words "non-residents" to "non-citizens" each time the words appear in the 1947 act.

Ask Heavier Penalty for Law Violators

Mandatory jail sentences for persons convicted of violating commercial fishing laws have been recommended by the State Board of Fisheries in its annual report to the Governor and the General Assembly. The Board pointed out that present fines are too light to be effective and that, in its judgment, violators could best be discouraged by making the penalty more severe.

The Board also recommended, among other things, that lessees of oyster bottoms be required to plant 300 rather than 100 bushels of oyster shells per acre.

Seafood Producers Association Organized

The newly-organized South Carolina Seafood Producers Association, which received its charter on February 12, was formed for the purpose of protecting the State's seafood industry and conserving natural seafood resources. Directors listed on the charter include John Marin and Curt C. Skinner, both of Port Royal, and E. M. Rodgers, Beaufort. The Association will maintain headquarters in Beaufort.

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Keeping Time of Round Fish Studied in Experiments*

There is a belief among fishermen that slime on the surface of round fish acts as a preservative; that deslimed fish will spoil faster than those which have been left untreated.

Considering the fact that fish slime is a good culture medium for most fish spoiling bacteria, and at times it may harbor many millions of these organisms per square cm. of fish surface, there is reason for questioning this belief.

We know that as far as round fish are concerned, spoilage first occurs at the surface. It is not until the fish are at least six or eight days old at ice temperature, that any significant numbers of bacteria are able to penetrate the skin and migrate into the muscle beneath. Chemical changes in the muscle which seem to indicate bacterial activity, are in reality products of spoilage that has taken place at the surface, and have slowly diffused into the tissue beneath. Such being the case, it would seem that removal of this coating of slime, which both holds and nourishes the bacteria, would delay spoilage.

This is an example where theory, based on scientific knowledge, apparently contradicts the widespread experience of practical men. The answer to this question may also have commercial value. If the retention or the removal of slime enables us to keep a fish even one day longer, it is well worth knowing.

The answer was obtained by the simplest method possible. Starting with similar fish, some were deslimed and some were not; they were then held at ice temperature (32°F.) and measurements were made to determine which group spoiled the faster. As a measure of spoilage, determinations were made for the production of trimethylamine. This is the substance which gives rise to the "fishy" odor characteristic of the initial stages in the spoilage of many marine fish. When the trimethylamine value reaches 10 to 15 a pronounced spoilage odor has developed; at 30 to 40 the fish are rotten.

The experiments were made in two parts. In the first, the fish were individually wrapped in waxed paper and held in a refrigerator at 32°F.; in the second, the fish were held in ice without any kind of wrapper. Desliming was done by scrubbing each fish in a trough of running water for five minutes.

It is well known that the rate of spoilage in round fish is not the same at the nape, middle and tail sections. It is usually much slower at the tail end. We believe this to be owing to the fact that in the nape and middle portions the fish spoils both from the outside and from the gut cavity, whereas in the tail area spoilage takes place only on the outer surface. For this reason, spoilage measurements were made in each of these three areas. It seemed possible that if slime removal were to affect the rate of spoilage it might be better indicated by the tail section.

In the first experiment, four fish were left untreated and 12 fish were deslimed. At 5, 8, 12 and 15 days, one fish from each group was removed and tested. From this test there is nothing to show that the deslimed fish spoiled any faster than those which retained their slime. If anything, there is a suggestion that the washed fish spoiled a little more slowly during the first eight or ten days, but this was not sufficient to be of commercial importance.

In the second set of tests the fish were stored in ice. The results were much the same; there is no evidence of faster spoiling in the deslimed fish.

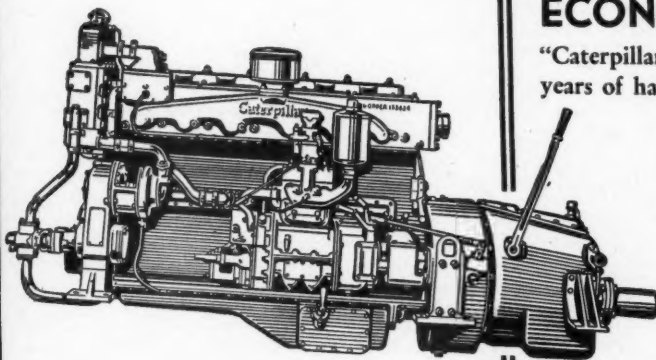
These tests indicate that in codfish at least, washing and removal of slime in itself will not hasten spoilage. Equally surprising from the bacteriologist's standpoint, is the absence of improved keeping quality in the deslimed fish. Two European bacteriologists, Schwartz and Zeiser, obtained somewhat similar results, working with fresh water fish. They found that the removal of the slime reduced the bacterial count on the surface of the fish by 90 to 99%, but it did not result in a corresponding increase in the keeping time of the fish.

Thus, if our experiments clear up one point by showing that desliming will not hasten spoilage, it still leaves us in a dilemma on the other side: Why is it that a huge reduction in the number of bacteria on the surface of the fish does not result in an increased keeping time?

*A report made by C. H. Castell and G. W. Anderson of the Fisheries Research Board of Canada.

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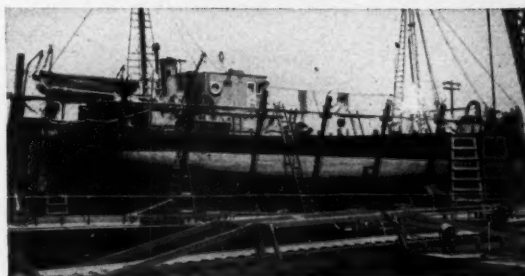
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Florida Scientists Recommend Search for New Sponge Beds

A search for new grounds for Florida's West Coast sponge industry, including some in foreign waters, was recommended recently by the marine laboratory of the University of Miami in a report to the State Board of Conservation. Laboratory scientists revealed that the annual production of the sponge grounds worked by Tarpon Springs fishermen has dropped from a 1922 peak of 285,852 bunches to 18,566 bunches in 1947. At present prices, the drop in production represents a potential income loss of about \$15,000,000, the laboratory said.

They blamed the decline on lack of proper scientific management and control, a 1939 outbreak of a sponge fungus disease and possibly the "red tide", which killed millions of fish in 1946 and 1947.

The investigators stated that the scarcity of sponges means it takes nearly 8 times as much effort to produce a given quantity as it did in 1936. The laboratory made a survey of Gulf of Mexico fishing grounds covering about 400 nautical miles, beginning at Tarpon Springs, sweeping 90 miles to sea and then working northward towards Carrabelle.

The recovery of the existing inshore grounds will not take place in the immediate future, but only after a considerable lapse of time and only providing the industry is placed under proper scientific management and control by the State Conservation Board, according to the laboratory's report. The recovery of the deep-water grounds will be considerably more delayed—possibly for 10 or 20 years, the laboratory said.

The scientists, headed by laboratory director Dr. F. G. Walton Smith, said their findings indicated deep-water wool sponges with good market characteristics and in good quantity can reasonably be expected in the area north and northwest of Dry Tortugas, between Carrabelle and Mobile, Ala., off the north and west coasts of Yucatan and off the coasts of Nicaragua and Honduras.

They recommended that the State of Florida open negotiations with the Governments of Mexico and Nicaragua in an effort to obtain permission to explore those countries' waters. The scientists estimated the cost of exploration in the waters of the two countries at between \$10,000 and \$15,000. Proposed surveys in United States waters would cost about \$8,500.

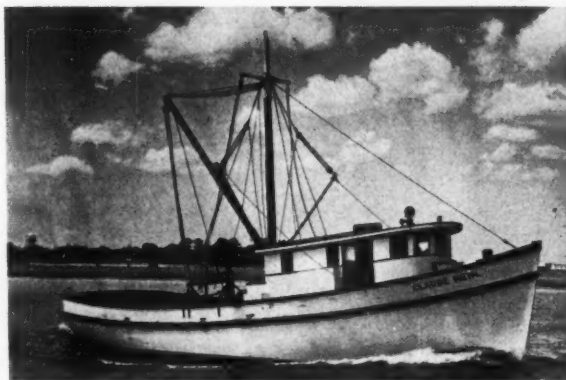
The investigators also suggested artificial sponge cultivation in the Florida Keys, the only area where this could be carried out economically, in their opinion. They said it is possible that a new development could be started if the industry or the State were to set up an experimental sponge farm for the purpose of demonstrating methods and providing a supply of sponge stock for those wishing to engage in cultivation. In addition, they recommended a 6" size limit on wool sponges.

Competition from Mediterranean sponges, which together with the scarcity of sponges on Florida grounds has caused many Tarpon Springs divers to convert their boats to fishing, will not be as great when Europe has recovered from the ravages of war and can absorb her present increased output of sponges, according to N. S. Pizani, member of the Supreme Economic Council of Greece. Mediterranean sponges sell for about half the price of Tarpon Springs sponges, but are said to be of poorer quality.

The sudden postwar flood of Mediterranean sponges into this country was caused by a revival of the sponge industry in the Dodecanese Islands, according to Pizani. He said that the Dodecanese sponge industry deteriorated under Italian rule, but that sponge production has increased since return of the islands to Greece after the war.

Illustrating the decline of the Dodecanese sponge industry under Italian rule between the two World Wars, Pizani said the sponge fishing fleet in the Islands dropped from 2,000 boats to 117. It was during this period, he said, that many Dodecanese sponge fishermen came to Tarpon Springs.

The sponger *Mary P. Leonis*, one of about 15 Tarpon Springs diving boats which have quit the industry and turned to fishing, returned to Tarpon Springs recently with a \$700 first load of grouper and red snapper after a 10-day fishing trip. At this pace, the 4 owners and operators of the boat, Foster, Maurice and Oscar Gay and Herman Pent, figure they can make 26 trips per year with an annual gross of \$18,000 from their fishing. Grouper is bringing 12c a pound and red snapper 22c.



Land & Williams' 60' shrimp boat "Claude Mein" of Fernandina, Fla. Built by Diesel Engine Sales Co., Inc. of St. Augustine, she has a hold capacity of 20 tons and is equipped with a 165 hp. General Motors Diesel, Columbian propeller, Willard batteries.

Shrimp Fleet Basing at Fort Pierce

More than 40 shrimp boats now are basing at Fort Pierce, unloading their cargoes and refueling. The boats are from Savannah, Ga., Fernandina, St. Augustine and New Smyrna. This is the first time since prewar days that the shrimp fleet has been in the local harbor. Prior to the war, it was based there for several weeks each season.

Okeechobee Fishing Case in Federal Court

R. K. Bell of Miami, attorney for John Whidden, Moore Haven fisherman, recently obtained a writ of habeas corpus sending the question of commercial fishing in Lake Okeechobee to Federal Court.

Whidden was arrested on February 4 in a test case on a charge of violating the no-netting rule of the State Game and Fresh Water Fish Commission in Lake Okeechobee. The Commission was upheld by the Florida Supreme Court on February 16.

Bell contended that the State court's ruling denied the plaintiff due processes of law and deprived him of a republican form of government. The Supreme Court held that the Game and Fresh Water Fish Commission possesses absolute executive, legislative and judicial power independent and superior to the courts and legislature.

"Ocean View" Badly Damaged by Fire

Fire which started from an engine explosion almost totally destroyed the shrimp trawler *Ocean View* on February 18 while she was docked at Fernandina. Walter S. McGuire, who was on the boat at the time of the explosion, suffered severe burns on his hands, arms and face, and was forced to jump overboard and swim to shore. The shrimp trawler was owned by Ira Joyner.

Fishermen Netting in Lake Maggiore

A group of St. Petersburg commercial fishermen started netting operations early in February in Lake Maggiore, a recently-freshened body of water which is said to hold hundreds of tons of mullet and snook. In one haul of the net on February 3, a group of fishermen headed by Cecil Evans brought in 1,300 lbs. of mullet which were sold wholesale to the Pinellas seafood market for 12c per pound.

Smitzes Re-elected Head of Sponge Exchange

Louis Smitzes recently was re-elected president of the Tarpon Springs Sponge Exchange. Other officers elected to serve in 1948 were John Arfaras, vice-president; John Kouremetis, secretary and treasurer; George Nicholas, Gus Cocoris, Tony Giallourakis and George Frantzis, directors. Tom Padudis was reappointed manager, and Mrs. Kathryn Edgar was renamed secretary and bookkeeper.

Benslay and Guy Lease Madeira Beach Yard

The shipyard at Madeira Beach, owned by Dick Roberts, long-time commercial fisherman, has been leased by Frank Benslay and his partner Benjamin Guy for a 10-year period and will operate under the name of Frank's Marine Ways. The yard formerly was known as Jack's Boat Basin, and can accommodate about 50 commercial boats besides private and charter boats. The ways run 198' along Boca Ciega Bay.

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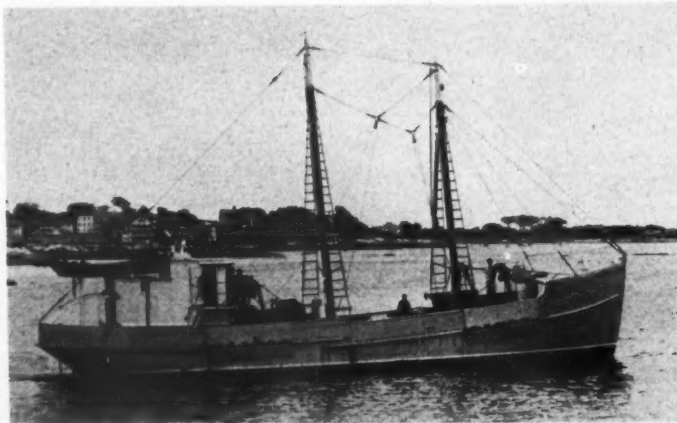
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EXTRA HEAVY DUTY MARINE BATTERIES



Installed on Dragger "ST. PETER II"

Capt. Benjamin Favazza's 92 ft. Gloucester dragger "St. Peter II" has just been equipped with a set of G-T-S-21, 114 volt, 340 ampere hour Surette Marine Batteries consisting of 19 units (trays) of 6 volts each. The vessel has every electrical accessory found on a modern dragger, and her Surette batteries will furnish a dependable and ample source of electricity for operating all equipment.

This installation makes the "St. Peter II" outstanding as the best equipped boat of its size for electrical standby power, and leaves plenty of margin for reserve.

Surette G-T-S-21 Heavy Duty Marine Batteries have the highest capacity combined with longest life for their size and weight. They provide maximum power and capacity in minimum space, and are assembled in streamlined all-rubber containers. Their design assures the utmost mechanical strength and endurance together with the greatest possible electrical efficiency.



SURRETTE STORAGE BATTERY CO.
SALEM, MASS.



3-cell, Type G-T-S-21

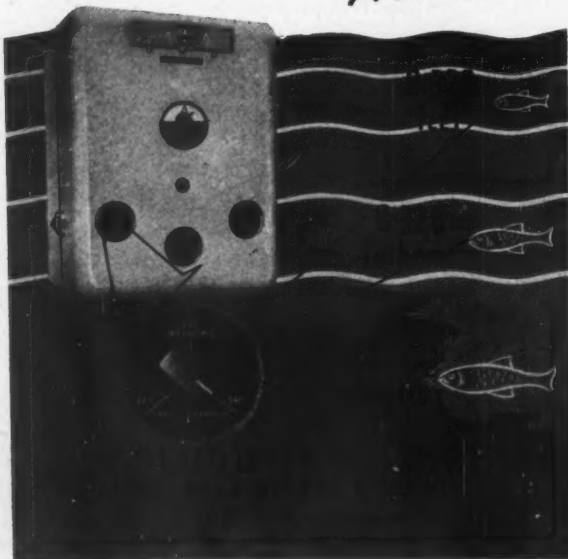
THE NEW MODEL ES-125

triple-range

DEPTHOMETER

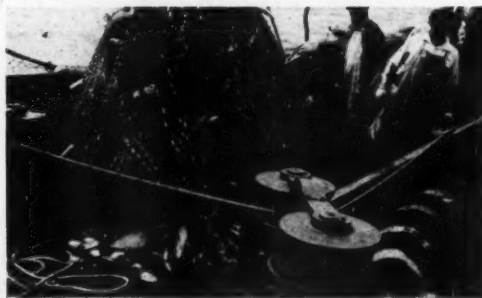
TRADE MARK

*FOR SHOAL AND DEEP WATER
FISHING!*



FISHING EQUIPMENT

for all sizes of
Draggers and Trawlers



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GRIMSBY Trawl Nets & Fittings
WALL and PLYMOUTH Ropes,
Twines, and Pot Warps
AMERCOAT Anti-Fouling
Paint and Plastics
ROEBLING Wire Ropes
DANFORTH Anchors

Complete Line of Marine Hardware

WESTERBEKE FISHING GEAR CO.

279 Northern Ave., Boston, Mass.

Branch Store and Warehouse at Gloucester

Fish Landings for Month of February

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (7)	113,000	Lawrence Scola (4)	49,000
Andarte (2)	58,000	Nautilus (1)	37,000
Carolyn & Priscilla (3)	33,000	Nora D. Sawyer (2)	4,000
Dorothy & Ethel (1)	4,000	Positive (2)	191,000
Elinor & Jean (2)	13,000	Richard J. Nunan (4)	29,000
Ethelina (5)	54,000	Silver Bay (2)	294,000
Evzone (2)	101,000	Vagabond (1)	41,000
Fannie Belle (1)	3,000	Willard Daggett (3)	65,000
Francis R. (1)	5,000		

GLOUCESTER

Alden (2)	20,000	Leretha (1)	110,000
America (6)	54,000	Linta (3)	41,000
American Eagle (3)	29,000	Lucretia (1)	1,500
Angie & Florence (5)	42,500	Margie & Roy (2)	3,200
Ariel (3)	5,500	Maria Immaculata (3)	9,000
Avocet (1)	1,000	Maria & Winifred (3)	63,000
Babe Sears (2)	200,000	Mary (5)	13,000
Baby Rose (2)	215,000	Mary & Josephine (1)	210,000
Barbara C. (2)	4,500	Mary W. (2)	19,000
Barbara C. Angell (2)	299,000	Mother Ann (2)	338,000
Beatrice & Rose (3)	34,000	Nancy F. (4)	74,000
Benjamin C. (2)	402,000	Natalie III (5)	56,500
B. Estelle Burke (1)	99,000	Newton (1)	135,000
Brookline (1)	200,000	No More (1)	1,000
Catherine Amiralet (1)	184,000	North Star (4)	38,000
Chebeague (3)	23,000	Nyoda (3)	41,000
Columbia (2)	395,000	Pam Ann (2)	207,000
Corinthian (2)	382,000	Pan Trades Andros (1)	150,000
Curlew (1)	130,000	Philip & Grace (1)	130,000
Dale (1)	1,500	Phyllis & Mary (4)	15,000
Dartmouth (1)	110,000	Pilgrim (1)	190,000
Dolphin (1)	87,000	Puritan (1)	60,000
Evelyn G. Sears (2)	38,000	R. Eugene Ashley (2)	196,000
Falcon (4)	7,000	Rita B. (1)	110,000
Florence & Lee (2)	327,500	Ronald & Mary Jane (2)	290,000
Frances R. (2)	8,000	Rose and Lucy (1)	7,000
Frankie & Rose (2)	15,500	Rosemarie (2)	20,000
Gaetano S. (1)	150,000	St. Anthony (1)	46,000
Geraldine & Phyllis (1)	91,000	St. Joseph (3)	96,500
G. N. Soffron (1)	81,000	St. Nicholas (1)	188,000
Golden Eagle (1)	132,000	St. Peter (2)	31,000
Gov. Al Smith (2)	207,000	St. Providenza (1)	1,500
Helen M. (3)	58,500	St. Victoria (2)	152,000
Hilda Garston (2)	405,000	Salvatore & Grace (3)	35,000
Ida & Joseph (4)	42,000	Sebastiana C. (4)	52,000
Immaculate Conception (3)	19,500	Serafina N. (1)	9,000
Irma Virginia (4)	10,500	Sunlight (1)	174,000
J. B. Junior (1)	6,000	Sylvester F. Whalen (2)	373,000
Jennie & Julia (5)	44,500	Thos. J. Carroll (2)	225,000
Jennie & Lucia (1)	11,000	V-E Day (2)	280,500
Joseph & Lucia (2)	333,000	Venture II (2)	179,000
Killarney (2)	328,000	We Three (2)	4,500
Kingsfisher (2)	445,000	Wind (1)	122,000

BOSTON

Acme (4)	8,900	Helen M. (1)	26,700
Addie Mae (5)	11,900	J. B. Junior (2)	197,500
Adventure (1)	61,000	J. B. Junior II (3)	4,400
Agatha & Patricia (3)	90,300	Josephine Ess (3)	288,100
Albatross (1)	55,600	Josephine F. (3)	16,100
Alphonso (3)	7,200	Josephine P. II (3)	50,700
Annie & Josie (6)	9,900	Kid Roberts (1)	800
Arlington (2)	244,700	Lark (2)	178,200
Atlantic (2)	163,900	Leonard & Nancy (2)	130,100
Ave Maria (7)	11,500	Little Nancy (3)	33,400
Bay (3)	349,600	Lucky Star (2)	183,500
Billow (2)	140,700	Lynn (2)	151,300
Bonnie (2)	211,400	Maine (3)	269,300
Breaker (3)	324,700	Margaret & Marie (1)	5,100
Breeze (2)	201,500	Margee & Pat II (2)	166,200
Calm (3)	398,100	Maria del Soccorso (5)	4,300
Cambridge (2)	272,700	Maria Guiseppe (4)	15,800
Carmela Maria (Dragger) (6)	15,400	Marjorie (3)	18,200
Carmela Maria (L. Tr'ler) (3)	12,900	Marjorie Parker (2)	64,900
Casco (1)	5,300	Marsala (1)	5,100
Catherine B. (Dragger) (2)	15,200	Mary & Jennie (7)	11,000
Catherine B. (L. Tr'ler) (4)	21,800	Mary W. (1)	13,600
Chas. M. Fauci, Jr. (2)	14,800	M. C. Ballard (3)	253,700
Cormorant (2)	138,300	Michael G. (4)	9,600
Crest (2)	243,000	Nancy B. (1)	10,900
Delaware (3)	291,600	Neptune (2)	149,000
Diana C. (5)	25,700	Nina B. (2)	288,500
Dorchester (2)	133,400	Nova Antonio (1)	4,900
Drift (2)	241,700	Olympia (3)	59,400
Elizabeth B. (1)	13,200	Olympia La Rosa (2)	16,300
Ether M. (2)	265,900	Paolina (3)	11,400
Estrela (2)	107,500	Phantom (1)	49,000
Ethel (5)	6,300	Philip & Grace (1)	126,000
Familia (1)	3,000	Pioneer (1)	3,400
Fanny F. Hickey (7)	32,500	Plymouth (1)	182,600
Flow (2)	317,100	Princess (4)	14,600
Flying Cloud (3)	521,800	Quincy (2)	147,600
4-A-608 (3)	5,600	Racer (2)	144,500
4-E-885 (2)	3,600	Red Jacket (2)	352,800
4-G-370 (1)	4,500	Robert & Edwin (1)	3,200
4-G-673 (3)	9,800	Roma (6)	11,000
4-H-823 (4)	18,200	Rosalie D. Morse (2)	135,900
Francesca (4)	30,200	Rosemarie M. (2)	164,800
Geraldine & Phyllis (1)	48,100	Rosie (6)	23,200
Gudrun (2)	181,500	Rush (2)	187,200

St. Anna (3)	16,200	Surge (2)	222,700
St. Christopher (1)	101,100	Swell (2)	250,500
St. Joseph (L. Tr'ler) (4)	17,300	Texas (2)	135,300
St. Michael Angelo (3)	8,600	Theresa R. (2)	102,200
St. Peter II (2)	257,000	Thomas D. (2)	150,800
St. Theresa (2)	5,600	Thomas Whalen (3)	309,200
San Calogero (5)	15,900	Tide (1)	127,000
Santa Rita (4)	17,400	Triton (3)	287,900
Savoia (4)	23,500	Wave (2)	207,300
Six Brothers II (5)	18,700	Weymouth (2)	192,600
Squall (2)	294,600	Wm. J. O'Brien (2)	172,500
Storm (2)	277,900	Winchester (3)	370,400
Surf (3)	373,600	Winthrop (2)	146,500

Scallop Landings (Gallons)

Bettina (2)	350
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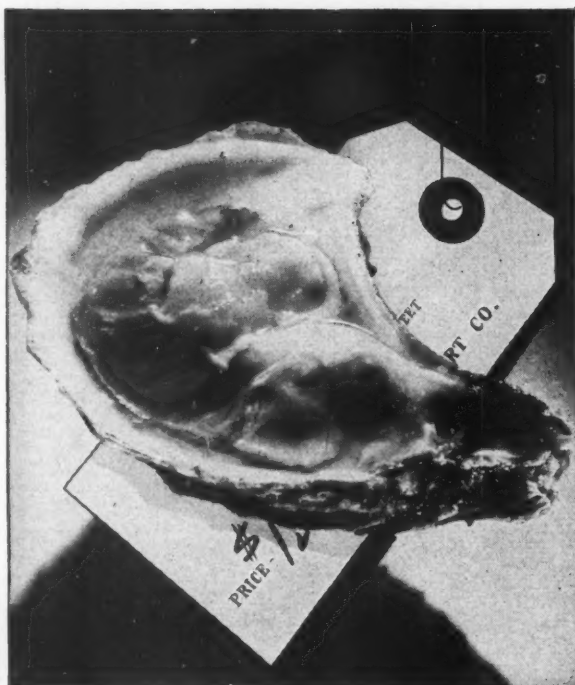
NEW BEDFORD

Abram H. (3)	49,600	John G. Murley (1)	38,000
Adele K. (1)	23,200	Johnnie Ryan (1)	9,900
Adventurer (2)	8,000	Josephine & Mary (1)	21,400
Agda (2)	7,500	Joyce Ann (2)	10,200
Albatross (1)	48,400	Julia K. (3)	15,100
Angenette (2)	4,700	Junioes (2)	140,200
Anna (2)	14,300	Kelbarsam (2)	13,400
Annabelle R. (1)	4,600	Knab (1)	8,600
Anne Silvia (3)	14,300	Leah F. (1)	75,100
Annie M. Jackson (1)	14,400	Liberty (2)	8,300
Ann & Marie (2)	3,600	Lt. Thomas Minor (2)	8,800
Arnold (1)	10,100	Louis A. Thebaud (2)	26,700
Austin W. (1)	7,800	Louise (1)	30,200
Automatic (1)	2,000	Mabel Mae (2)	93,800
Baby Doll (2)	13,300	Madeline (3)	8,900
Barbara (2)	22,900	Malvina B. (1)	18,000
Barracuda (3)	8,800	Maria Julia (1)	11,900
Bernice (2)	3,500	Mary J. Hayes (2)	143,300
Bozo (1)	2,700	Mary & Joan (2)	102,400
Bozp. Debbold (1)	16,500	Mayflower (2)	2,300
Carl Henry (2)	43,200	Min Flicka (1)	7,500
Carole June (2)	79,200	Minnie V. (2)	9,300
Catherine T. (1)	25,500	Mishaum (1)	3,600
Charles E. Beckman (1)	4,000	Nashawena (2)	10,600
Chickasaw (1)	1,000	Noah A. (2)	4,700
Christina J. (1)	4,200	Noreen (3)	107,200
Christine & Dan (1)	13,500	Palmer Island (4)	7,800
Clifton (2)	6,500	Paulina (2)	77,200
Clippey (2)	118,800	Papoose (1)	7,000
Connie (1)	14,000	Pauline H. (1)	44,500
Connie F. (1)	11,400	Penguin (2)	28,000
Doris (3)	8,100	Petrel (1)	6,200
Dorothy (1)	3,900	Priscilla (Chil.) (1)	2,200
Dorothy & Betty (1)	1,600	Quest (2)	6,100
Dorothy & Mary (2)	49,700	Rose Jarvis (2)	8,500
Edith (1)	1,000	Rosemarie V. (3)	14,900
Elva & Estelle (3)	10,400	Rosie II (2)	13,000
Elva L. Beale (1)	4,700	St. Anthony (1)	5,000
Etta K. (1)	8,800	Sandra & Jean (1)	8,800
Fairweather (1)	6,000	Sister Alice (2)	2,000
Fannie Parnell (2)	10,300	S. M. Murtosa (1)	4,200
Gannet (1)	23,000	Solveig J. (2)	65,900
Gertrude D. (1)	7,500	Southern Cross (2)	14,600
Glady & Mary (1)	26,300	Stanley B. Butler (2)	137,800
Gloucester (2)	25,400	Susan R. (1)	4,800
Grayling (2)	4,900	The Friars (2)	39,000
Gull (1)	3,200	Three Pals (1)	2,000
Harmony (1)	10,900	Trio (2)	14,500
Hazel S. (1)	3,200	Turtle (1)	5,200
Heedja (1)	4,700	Two Brothers (1)	22,500
Helen Mae (1)	1,800	Two Brothers (R.I.) (1)	12,600
Hope (2)	14,000	Viking (5)	120,000
Hope II (1)	9,600	Wamsutta (1)	11,000
Jacintha (2)	98,700	Wanderer (2)	4,400
Janet Elise (2)	3,200	Wild Duck (2)	104,000
J. Henry Smith (1)	4,300	Winifred M. (2)	8,000
Joan & Ursula (3)	78,100		

Scallop Landings (Gallons)

Alpar (1)	950	Maridor (2)	1,350
Antonio (1)	700	Mary Ann (2)	1,175
Arthur L. (1)	550	Mary Canas (1)	900
Beatrice & Ida (1)	700	Mary D'Eon (2)	925
Bobby & Harvey (2)	1,550	Mary R. Mullins (2)	1,700
Bright Star (1)	675	Mary Tapper (1)	400
Camden (2)	590	New Bedford (1)	750
Captain I (1)	850	New Dawn (1)	530
Carol & Estelle (2)	1,600	Newfoundland (2)	1,125
Connecticut (2)	600	Olive M. Williams (1)	600
Eunice-Lilian (1)	700	Pearl Harbor (1)	550
Flamingo (2)	1,450	Pelican (2)	1,500
Francis J. Manta (2)	1,300	Porpoise (1)	950
Friendship (1)	525	Ramona (1)	70
Gay Head (1)	80	R. W. Griffin, Jr. (1)	900
Growler (1)	950	Ursula M. Norton (2)	1,750
Janet & Jean (2)	1,400	Venture I (2)	1,125
Jersey & Jimmy (1)	1,000	Viking (1)	550
Katherine & Mary (2)	1,325	Virginia & Joan (2)	800
Kingsfisher (1)	550	Whaler (1)	1,000
Lady Stuart (2)	480	Wm. Eldridge (1)	800
Linus S. Eldridge (2)	1,600	Wm. H. Killigrew (2)	1,900
Lubenray (2)	1,350	Wm. J. Landry (2)	900
Malene & Marie (2)	1,550		

(Continued on page 48)



there's a price tag on Oysters



The very nature of oyster production enables better records of maintenance costs than are possible in most of the other fishing industries. Our dealers tell us that many of the oyster companies, that have cost accounting systems, use INTERNATIONAL Bottom Paints. The various paints, made especially for the fishing trade are moderately priced, long wearing and afford real protection against grass and shells. Send for color cards and price lists.

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AGENTS IN EVERY IMPORTANT PORT

NEW YORK

Amelia (1)	42,000	Mary Ellen (2)	10,000
Catherine C. (3)	58,600	Norseman (2)	34,500
Edith L. Boudreau (2)	84,400	Olivia Brown (2)	102,600
Emily Brown (3)	235,000	Paul Howard (2)	117,500
Felicia (2)	85,500	Rainbow (3)	38,000
Florence B. (2)	37,000	Raymonde (2)	89,000
Gloria F. (3)	57,500	Richard Lance (3)	52,600
Gud Kay (1)	14,800	Rosalie F. (2)	54,000
Katie D. (2)	142,000	Rosie F. (1)	18,000
Lady of Good Voyage (3)	186,600	S #31 (3)	112,500
Leah F. (1)	64,000	Sunapee (2)	60,000
Major J. Casey (2)	30,700	Theresa & Jean (1)	32,000
Mary (2)	26,000	Virginia (1)	37,000

Scallop Landings (Gallons)

Whaling City (2) 1,200

Radiotelephone Service

(Continued from page 20)

it is assigned within very close tolerances. Since the radio spectrum is so crowded with services of all kinds, aircraft, government services, amateur, broadcasting, police, etc., it is imperative that each maintain its own position in the spectrum to obviate interference with others. Thus the quartz crystals become the most important component of the unit, serving to hold the frequency of emission exactly to the channel required, and conversely, holding the receiver automatically to the frequency being emitted by the other station. Through crystal control it becomes possible to switch both sections of the unit simultaneously from channel to channel with the one control.

A marine radiotelephone transmitter is essentially a device for converting the direct current available from the vessel's batteries or generator to alternating current of a high frequency (radio frequency) which can be radiated in the form of electromagnetic and electrostatic energy from an antenna. Meantime part of the power supply is used to amplify the voice currents (audio frequency) set up by speaking into the microphone and impressing them on the so-called "carrier" or radio frequency. The receiver in the unit, on the other hand, converts the audio frequency components of the received carrier back into audible sound at the loudspeaker or handset earpiece. This, of course, uses a certain additional amount of energy from the power supply.

It can be seen that in selecting a particular unit for a vessel, consideration must be given to the amount of power available from the ship's supply. In the average small boat, six volts of battery is usual, which immediately limits the size of the equipment to a maximum of possibly 20 watts output power. When a 12 volt source is available this maximum output power figure can be doubled, and for larger units 32 or 110 volts are necessary. In any case it is recommended that adequate battery capacity be provided.

Power output is the actual amount of radio frequency energy, in watts, that a transmitter is capable of delivering to an antenna. Of course, the average antenna is seldom capable of utilizing, that is radiating, the full amount of power available; this is because the antenna's length and shape or its resistance at radio frequencies are with very rare exceptions never ideal. A short antenna, for instance, can be made to radiate on a particular frequency by varying the adjustments in the transmitter but rather than radiating the full output power, a certain amount is wasted in the transmitter itself, the amount depending upon the shortness of the antenna and design of the transmitter. At best, matching the antenna to the output circuits of the unit will result in some loss of power, because several frequencies are to be used, and even were the antenna dimensions ideal for one frequency, they would not be for the others.

The matching device (technically, the antenna loading coil) is sometimes installed outside of the transmitter case proper, somewhere near the base of the antenna and claims made that this increases the efficiency of the antenna. This is obviously untrue, for rather than radiating the energy it is dissipated in the loading coil with the same net result. Of course the loading coil, located at the base of the antenna, could be fed through a so-called "transmission line," but in this case a system for changing to the proper tap on the coil would be necessary, involving a complicated setup of relays and cables from set to antenna.

CATERPILLAR--

THAT RELIABLE DIESEL



Powers the

55' Newport, Rhode Island Dragger

"Min Flicka"

Owned by Capt. Eric R. Ericson
and Capt. Arthur Fahlen

Equipped with Model D13000

115 hp.

Drives 42 x 32 Propeller

Speed — 10 mph.

PERKINS-EATON MACHINERY CO.

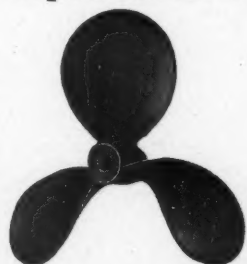
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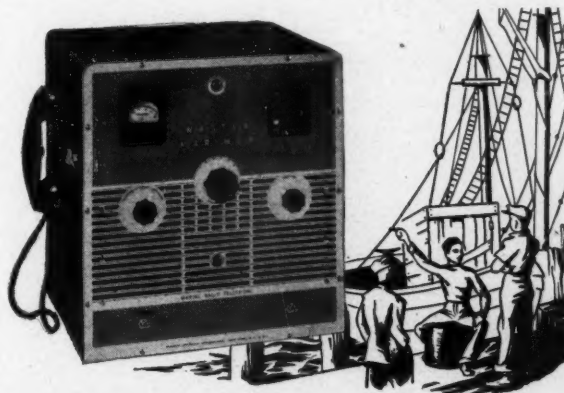
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From Boston's trawlers to the great Northwest's trollers... from the Gulf's shrimpers to California's crack tuna clippers... and in shipping centers throughout the country... when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"... its high quality... its fine unflinching performance... its ability to stand up under grueling conditions.

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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

DeWitt Now Making Z-Nickel Hooks

Bill DeWitt Baits, Auburn, N. Y., has resumed the manufacture of Z-nickel hooks. DeWitt Salmon, Double Tuna and O'Shaughnessy hooks are now available in this tough corrosion-resistant metal, and other patterns are soon to be added.

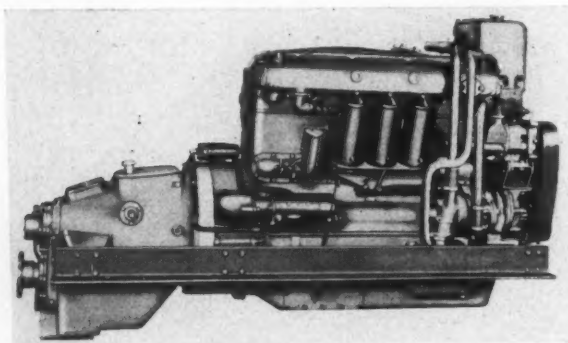
Z-Nickel is a non-rusting alloy developed by International Nickel Co. DeWitt Z-Nickel hooks are claimed to have all the qualities of fine steel hooks—sharp points, clean barbs, toughness, springiness and great tensile strength—plus absolute freedom from salt water corrosion. The hooks are not coated or plated, but are made of solid Z-nickel, throughout.

Caterpillar Opens Southern Parts Depot

Caterpillar Tractor Co. has established a parts depot at 1122 Chattahoochee Ave., N.W., Atlanta, Ga., to provide emergency service to users served by Caterpillar distributors in the States of Florida, Georgia, Alabama, North Carolina and South Carolina. The 160' x 190' building has a storage room which provides adequate space for the stocking of some 25,000 parts items not easily or economically kept in stock by distributors but available for emergency delivery to users in the field. The depot's operating personnel totals 35. A similar unit is scheduled for late Spring opening in Shreveport, La.

Harnischfeger Offers Small Hoist

The lightweight Zip-Lift hoist is now offered in 40 fpm., 250 lb. capacity by Harnischfeger Corp., Milwaukee 14, Wis. This new lift features wire rope to provide smooth hoisting service. It has push-button control, crane-type limit switch, double brakes, and is transformer equipped where line voltage exceeds 110 so that the operator handles only 110 volts at the push-button. Other Zip-Lifts are available with ratings up to 2000 lbs. capacity.



New Kermath six cylinder, 224 hp. Diesel engine.

Kermath Manufactures New Diesel

A new six cylinder, four cycle, solid injection type Diesel has been added to the Kermath Manufacturing Co. line of marine engines. With a bore of 5 7/8" and a 6" stroke, this engine has a power output range of 100 hp. at 800 rpm. to 224 hp. at 2000 rpm. It is available with direct drive and mechanical reverse or with reduction gears of 2 and 3:1 ratios. Optional hydraulically operated reduction gears also may be had in 1.5:1 to 4:1 ratios.

Features of this en-bloc Diesel include: removable dry-sleeve cylinders; detachable two part head, one section for each three cylinders; overhead valves; seven interchangeable main bearings; aluminum alloy heavy duty pistons with full floating pins and six rings; and pressure lubrication to bearing surfaces.

The fuel injection system has the latest Bosch plunger type fuel pump with pintle type nozzles and a built-in transfer pump

with hand primer. Adequate fuel, air and lube oil cleaning provisions are made and a fresh water cooling system with an in-built heat exchanger is used. A 30 volt electrical system with an 800 watt generator and two starting motors also is provided.

Columbian Rope Officials Elected

H. G. Metcalf has been elected chairman of the Board of Directors of Columbian Rope Co. Mr. Metcalf, who has served as vice chairman of the Board for the past seven years, succeeds his brother, Edwin F. Metcalf, who has been chairman since 1928.

The by-laws of the Company also have been amended to authorize the creation of an executive committee including Edwin F. Metcalf, H. G. Metcalf, and Fred M. Everett. The executive committee was created to keep pace with the increased volume of policy decisions brought about by normal developments of the Company, according to Colonel S. W. Metcalf, president.

E. R. Metcalf was elected secretary of the Company to succeed Mr. Everett. Other official changes include the election of Donald S. Hathaway as assistant secretary, and H. R. Seymour as assistant treasurer.

Meco Marine Diesels Announced

The Mechanical Equipment Co., 861 Carondelet St., New Orleans, La., has announced a completely new line, Meco marine Diesels. They are of the four cycle, solid injection fluid Diesel type, and all models have had four years of field testing.

Some of the outstanding features of these engines are: patented controlled combustion chamber surrounded by water and removable from the outside; oil cooled pistons; outside mounted lube oil suction strainer and lube oil pump; accessibility of parts; marine type cylinder block, oil pan and water cooled manifold; hardened main and connecting rod crankshaft journals; steel backed, copper-lead-babbitt precision bearings; and American Bosch injection system.

The engines will be built in six different cylinder sizes ranging from 3 3/4" to 8 1/2" bore and developing from 40 to 300 hp. Speed ranges will be from 1600 rpm. down in the smaller bore sizes and from 900 rpm. down in the larger bore sizes for continuous heavy duty ratings.

Meco Diesels are constructed for both right and left hand propeller rotation, electric starting or gasoline engine starting, and reverse and reduction gears with optional reductions ranging from 1:1 up to 3:1. They also can be equipped with front end power clutches when required and are designed for either heat exchanger cooling or keel cooling.

George F. McCall, having had many years of experience in sales engineering and application of marine engines, has been appointed sales manager of the Marine Diesel Engine Division.

Lehman Converts 40 HP. Ford Engine

Lehman Manufacturing Co., 972 Broad St., Newark 2, N. J., manufacturers of Econ-O-Power marine conversions, has a new conversion for the Ford 4-cylinder (Model 2NC) engine. This engine is said to be ruggedly constructed with many refinements not found in other engines of like horse power. It develops 40 hp. at 3000 rpm. and has a displacement of 119.5 cubic inches. Lubrication is full pressure feed.

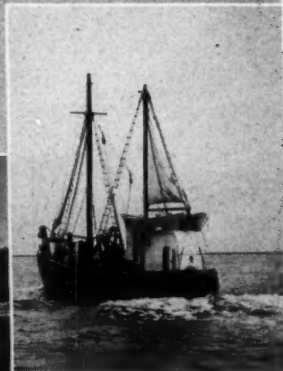
Either the complete engine or conversion parts only are supplied by Lehman. The conversion includes, among other things, a cast iron water jacketed exhaust manifold which is cast integral with the intake manifold, thus providing a heating medium for the intake gas mixture. This arrangement is reported to result in maximum fuel economy. The exhaust manifold has removable end plates to facilitate cleaning the water jackets.

Reverse gearing is enclosed in an oil tight housing which bolts directly to the engine. This gear contains a ball thrust bearing and has a cone type clutch which locks firmly onto the drive-shaft when in forward position, thus eliminating driving through gears.

"David A." Is Rockland Highlander

The highline Rockland fishing dragger for the year 1947 was the *David A.*, which was alternately skippered by Carl Reed and Carl Reed, Jr. of Owls Head, and landed a total of 2,263,000 lbs. of redfish and groundfish. Other highline boats, listed in order of their total landings without regard for the size of the vessels, were as follows, *Flo*, *Little Growler*, *Eugene H.*, *Helen Mae II*, *Ethel C.*, *Katherine & Mary*, *Aloha*, *Elin B.*, and *Althea Joyce*.

It is with considerable pride that we point out that "*David A.*" and "*Flo*" were number 1 and 2 producers in the Rockland, Maine fleet for 1947. Both of these successful boats are powered with 265 H.P. Hendy Marine Diesels.



Left: the Dragger "Flo", right: the Dragger "David A."

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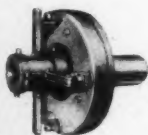
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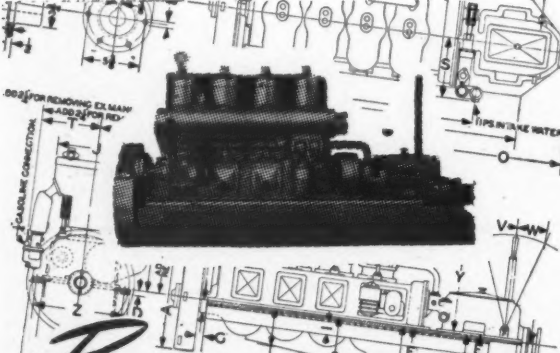
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Massachusetts Fisheries Association Elects Dillon President

Matthew J. Dillon, Boston manager for General Seafoods Corp., has been elected president of the Massachusetts Fisheries Association by the Board of Directors, succeeding John N. Fulham, Jr.

Starting in the fish business in 1919, Mr. Dillon has been connected with the management of General Seafoods' Boston operations for the past 15 years. He is currently a director of the National Fisheries Institute.

Other officers elected are John R. O'Donnell, O'Donnell-Usen Fisheries, vice president (re-elected); Patrick J. Callahan, O'Hara Bros. Co., Inc., secretary; Benjamin F. Jukes, P. H. Prior Co., treasurer; Thomas F. Cummings, F. J. O'Hara & Sons, Inc., asst. treasurer; and Thomas D. Rice, executive secretary (reelected).



Fabian Bachrach

Matthew J. Dillon

Two Days' Landings Nearly 3 Million

A total of 2,968,900 lbs. of mixed groundfish arrived at the Boston Fish Pier on February 24 and 25, causing prices to decline in spite of the heavy Lenten demand. More than 2,000,000 lbs. of the total, representing the largest catch of the year, was landed on the 24th by a fleet of 37 vessels. As a result of the large landings, it was possible to handle the catches of only 31 of the vessels on that day, 6 holding over for the following day.

Big trips landed on the two days included the following: *Calm*, 140,000 lbs.; *Red Jacket*, 176,000 lbs.; *Nina B.*, 160,000 lbs.; *Storm*, 140,000 lbs.; *Squall*, 154,000 lbs.; *Esther M.*, 131,000 lbs.; and *Cambridge*, 142,000 lbs.

"Billow" Lands First Mackerel

The trawler *Billow* landed the first mackerel trip that Boston has received this year on February 19, rushing the regular season by several months. The vessel brought in 400 lbs. of the fish, caught on Georges Bank, for which she received 10c a pound. She also landed 75,000 lbs. of groundfish.

New Jersey Officials Discuss Manasquan Inlet Dredging

The Point Pleasant Chamber of Commerce and officials of Ocean and Monmouth Counties met recently with Col. F. F. Frech, district Army Engineer, for the purpose of discussing the Manasquan River and Inlet dredging project, which calls for a 14' depth in the Inlet and a 12' channel in the River. Chamber of Commerce Secretary Dudley Smith revealed that 150 fishing draggers use Manasquan Inlet, and said that improvement of the channel in the River would allow the location of a greater boating installation for fish factories.

The meeting resulted in the appointment of a committee to study the location of repository space for dredge spoil from the improvement project. It was pointed out that no spoil area is available on the Point Pleasant side of the River. The dredging project was authorized some time ago by Congress.

Fish Cookery Demonstrations

Eight fish cookery demonstrations were held in New Jersey during February, through the cooperation of the Agricultural Extension Service of the State and home economists of the Fish & Wildlife Service. The demonstrations were held in the following cities: Elizabeth, Orange, Newark, Asbury Park, New Brunswick, Trenton, Toms River and Ocean City. Methods of judging the quality of fish and shellfish, care of fresh and frozen fish in the home, discussions on the general principles of fish cookery, as well as discussions on the many ways of serving fishery products, were among the features of the demonstrations.



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Texas Freeze Will Upset Fishing for Two Years

According to J. L. Baughman, chief biologist of the marine laboratory at Rockport, the 1948 freeze following last year's damage will keep fishing from being good until about 1950. Under ordinary conditions, it takes approximately three years for an area to rebuild following a freeze provided there is no other freeze or mortality.

Although the February freeze killed a number of fish along the Texas coast, preliminary estimates of the damage indicated that the loss would be less than that caused by the severe cold spell in January, 1947.

The recent spell killed trout, croakers, yellowtails, and drum in Copano and Bission Bays, Dead Man's Hole, and the breakwater at Corpus Christi. Both fish and oysters were affected in the Port Lavaca area.

"Alicia" Joins Aransas Pass Fleet

Newest addition to the Aransas Pass shrimping fleet is the 56' x 17' x 6'6" trawler *Alicia*, owned by W. T. Eldridge, III of Texas Gulf Stream Industries, Inc. and built by Theodore Bauer. Capt. Ben Dupnik will skipper the new boat which will be powered with a 6-cylinder 165 hp. General Motors Diesel.

Nearly Million Pounds Landed in December

Sea food landed at Texas ports during December was 990,613 lbs. Of this amount, 672,147 lbs. were shrimp; 7,199 lbs. oysters; 65,177 lbs., redfish; 68,702 lbs., trout; 73,254 lbs., drum; and 86,307 lbs., red snapper.

Fish caught in small lots included flounder, mullet, grouper, whiting pompano, sheepshead and warsaw.

New Mullet Processing Enterprise

Texas mullet soon will be processed in a new manner by William Winslow and Ronald Campbell of Copano Village. It will be smoked and barbecued, and marketed individually in cellophane. Ten hours are required for processing the mullet, and it takes eight hours to prepare a batch of barbecue sauce.

Starting with approximately 1500 lbs. of mullet weekly, the new business expects to process up to 4,000 lbs. in that time. Important from the fisherman's angle is the fact that seven cents a pound is paid for uncleaned mullet.

Shrimper "George C." Sinks

The *George C.*, shrimper out of Aransas Pass, sank in the Gulf of Mexico early in February after fighting 30-foot swells while en route from Carmen, Mexico, to Brownsville, Texas.

The crew on the *George C.* was taken aboard the *Alamo* of Port Isabel, which with the *Don Manuel* made up the three-craft fleet en route to Brownsville. The *Alamo* also answered a distress message from the *Don Manuel* and took her in tow. The boats reached port with all crew members safe.

Harry T. Quick Dies

Harry T. Quick of Freeport, owner of the fishing boat *Sally Sue*, died on February 10 at the age of 65.



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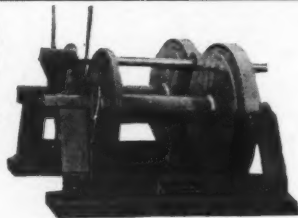
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Vineyard Bailings

By J. C. Allen

March, the first Spring month, is still hull-down below the skyline, but rising fast as we log this report. We didn't say a word about New Year's resolutions around January first, but the time has arrived when it wouldn't do anyone any harm to take account of stock and consider coming about on a new tack.

If anything would make a man feel solemn and contemplative about life in general, we figure that it's the sort of break that hit these bearings during February. This is the month in which George Washington, who they say never told a lie, was born. We merely will observe that if he'd lived through eighty-odd Februaries like this last one, he would have had no need to lie; nobody on God's green earth would believe the truth.

In this neck of ocean we brag about our mild Winter weather. It's perfectly true that we haven't had any zero temperatures and gales, and that we have had very little snow. But folks forget that things will freeze at a temperature of 20 above, and it surprised a lot of local lads to discover that if the temperature stays there for a month, nothing will thaw. Six inches of snow or less, stayed on the ground for weeks, and pancake ice, adrift in the Sound, rafted into a mass 25 miles long and swung up and down with the tide, thickening every cussed hour and blocking up harbors and passages, stranding in shoal spots and raising all manner of cussedness.

Naturally, all hands tried to fish. They got some, too. What the luck might have been if there had been no interference, we wouldn't know. But they had to figure that a two-hour run offshore might mean 8 coming back. They had to keep a watch over the planking on their boats 60 minutes an hour, and the vessels iced up while tied up at the docks. It was cussed.

Catch Fluke and Butters in Bold Water

Of the trends and portents, we just don't know. In bold water, say 70 fathoms, they took fluke and butters every time they were able to wet twine. But the run was funny. One day or week, perhaps, the going would be very fair. The next trip it would be spotty and slim. It doesn't seem as if those fish could be moving at this time of year, and neither does it seem as if a man could fail to make his bearings after a spell of prospecting, but there it is.

Inshore Fishing About Average

Inshore the going seemed to be pretty average, but there again there was so little steady fishing done that it was hard to say. The usual run of bottom fish were there in some quantity, but the trips were all light because they were short. The very small boats didn't get out more than once or twice anyhow and they held on as long as they could, but Winter weather is tough on small craft. Some of 'em got frozen in or jammed behind ice pans, and couldn't get out for days, and all of 'em have been chewed up more or less. It has been years since anyone needed sheathing against ice around here.

Edgartown Great Pond to Be Opened to Sea

One of the most important news items in February in this neck of ocean was the vote at the town meeting in Edgartown to appropriate funds and accept plans for the development of additional shellfish beds in Edgartown Great Pond, which is said to be the largest fresh-water pond in the State of Massachusetts. We have been told that the pond is some 3½ miles square, and it may be even larger. It is to be opened to the sea and thus salted, and experts have estimated that half a million dollars worth of shellfish is not too much to look forward to from this new bedding area. Oysters will be planted in the pond, and it is expected that the area will seed itself to scallops, soft-shell clams and quahogs.

Capt. Antone Silvia Dies

Capt. Antone King Silvia of Edgartown died during February. Capt. Tony King, as he was best known, had fished from Hatteras to the Gulf of Maine, and a great many of the old-timers knew him.

New Brunswick Report

By C. A. Dixon

Sardine Herring Catch Sets New Record

Official statistics from Ottawa reveal that the sardine herring fishermen of southern New Brunswick, chiefly those in Charlotte County on the border between the province and Maine, caught and sold 101,714 hogsheds of sardine herring in 1947. The catch represented an all-time record, even exceeding that of the previous banner year of 1946, when production amounted to 100,293 hogsheds. The total landed value of the 1947 take was \$1,547,000, against \$1,567,000 in 1946.

Although production of sardine herring by purse seiners in Charlotte County, N. B. was rather spotty during the Winter, the business took on a steadier trend in February. The market became stronger the latter part of the month as the result of the, general opening of the sardine canneries in Eastport and Lubec, Maine.

Capt. Trecarten Has New Sardine Freighter

One of the finest boats ever built for the freighting of sardines was brought to Welchpool, Campobello, N. B. recently by Capt. Bill Trecarten, her owner. The craft is 59' long and 16' wide, and has a carrying capacity of 60 hogsheds of fish. She is powered with a 165 hp. General Motors Diesel, and is fitted with the latest in equipment and conveniences. The boat was built by A. F. Theriault of Meteghan River, N. S., and will be used in freighting fish for the Harris Cove Packing Co. of Eastport, Me.

Landings Show 25% Increase

Total landings of fish and shellfish in the Canadian sea fisheries during January amounted to 110,257,000 lbs., valued at \$2,447,000. The catch showed an increase of about 25% in quantity and 34% in value as compared with January, 1947.

Landings on the Atlantic Coast totalled 15.8 million lbs., an increase of 63% over January, 1947. The only species of any importance showing a decrease was hake.

East Coast Fisheries Conference

Approximately 200 delegates attended the second annual conference of the East Coast Fisheries, held in Quebec City February 3, 4 and 5. Trade Minister Beaulieu of Quebec, who was among those speaking at the meeting, told the delegates that the industry should initiate a campaign to increase Canadian fish consumption as a means of partially offsetting the loss of world markets since the end of the war.

Members of the various branches of the industry took part in discussions on export marketing, and suggested that there should be closer inspection of export goods. However, it generally was agreed that such inspection should take place in the producing phase of the business before the canning or packaging was done, thus eliminating a waste of both material and labor.

The establishment of an orderly salt fish marketing plan, based on the Newfoundland Government-controlled system, was favored by a majority of speakers at the conference.

For the first time, members of the industry from the United States and Newfoundland were invited to the annual meeting. Charles Jackson, general manager of the National Fisheries Institute in the United States, was among those attending from that country. In a speech before a luncheon meeting of the organization, Mr. Jackson urged continued cooperation between Canadian and U. S. fishing interests on the problems of conservation, and emphasized the great need of more activity and increased budgets in both countries to expand the promotion of seafood products.

"Fearless" Lands Big Trip

The 140' steel trawler *Fearless*, Capt. Arch Thornhill, arrived at St. John's, Nfld. February 8 with a bumper catch of fish, consisting of 200,000 lbs. of haddock and 100,000 lbs. of mixed fish, including cod, rosefish and flounders. The trip was the best that the trawler has made since beginning operations for the North-lantic Trawling Co., St. John's, early in January. The fish were caught on the Grand Banks.



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Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ANCHORS

- *R. S. Danforth, 2121 Allston Way, Berkeley, Calif.
- *Northill Co., Inc., Los Angeles 45, Calif.

BATTERIES, STORAGE

- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- *Surrette Storage Battery Co., Salem, Mass.
- Willard Storage Battery Co., Cleveland, Ohio.

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- Continental Can Co., 100 E. 42nd St., New York, N. Y.

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Chas. D. Briddell, Inc., Crisfield, Md.

CLUTCHES

- *Kinney Manufacturing Co., 5341 Washington St., Boston, Mass.

COLD STORAGES

- Quaker City Cold Storage Co., Philadelphia, Pa.

COMPASSES

- *Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.

CORDAGE MANUFACTURERS

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- *Columbian Rope Co., Auburn, N. Y.
- *The Edwin H. Fidler Co., Philadelphia 24, Pa.
- *New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

- Aero-Marine Radio Laboratory, Stonington, Conn.
- Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
- *Bludworth Marine, 100 Gold St., New York 7, N. Y.
- *Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
- United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.
- Witte Engine Works, Kansas City 3, Mo.

DISTRESS SIGNALS

- Aerial Products, Inc., Merrick, L. I., N. Y.

ELECTRIC MOTORS

- The Imperial Electric Co., Akron, Ohio.

ELECTROLYSIS ELIMINATION

- Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

ENGINE CONTROLS

- Sperry Products, Inc., Hoboken 1, N. J.

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- *Caterpillar Tractor Co., Peoria, Ill.
- *Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
- *Cooper-Bessemer Corp., Mount Vernon, O.
- *Cummins Engine Co., Columbus, Ind.
- *Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
- Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
- *Fairbanks, Morse & Co., Chicago, Ill.
- *Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
- *The Lathrop Engine Co., Mystic, Conn.
- Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

*Nordberg Mfg. Co., Milwaukee, Wis.

Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

Red Wing Motor Co., Red Wing, Minnesota.

*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Osto Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Nordberg Mfg. Co., Milwaukee, Wis.

ENGINE DEALERS

Benjamin's for Motors, 130 Clinton St., Brooklyn 2, N. Y.

*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.

*The Edson Corp., 49 D St., South Boston, Mass.

Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

Oluf Mikkelsen Co., Inc., 393 Fourth Ave., New York 16, N. Y.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

*Southworth Machine Co., 30 Warren Ave., Portland, Me.

United Dock Corp., City Island, New York 64, N. Y.

*J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc. 279 Northern Ave., Boston, Mass.

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*Enterprise Engine & Foundry Co., Process Machinery Div., 18th and Florida Sts., San Francisco, Calif.

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*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

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FUEL GAUGES

The Liquidometer Corp., Marine Division, Skillman Ave. at 37th St., Long Island City, N. Y.

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HOOKS, FISH

- *Bill DeWitt Baits, Hook Mfrs., Auburn, N. Y.
- *O. Mustad & Son, Oslo, Norway.
- *"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE BREAKERS

- *Gifford-Wood, Hudson, N. Y.
- Link-Belt Co., 2410 W. 18th St., Chicago 8, Ill.

MARINE GLUE

W. A. Briggs Bitumen Co., 3309 Richmond St., Philadelphia 34, Pa.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

*Esso Standard Oil Co., 26 Broadway, New York 4, N. Y.

OYSTER KNIVES, TONGS

Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

"Caprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass.

Megary & Co., 16 E. Lexington St., Baltimore 2, Md.

Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PAINTS

*International Paint Co., Inc., 21 West St., New York, N. Y.

*Pettit Paint Co., Belleville, N. J.

*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

F. Ferguson & Son, Hoboken, N. J.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS

*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS

*The Edson Corp., 49 D St., South Boston, Mass.

Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

RADIO DIRECTION FINDERS

Aero-Marine Radio Laboratory, Stonington, Conn.

*Bludworth Marine, 100 Gold St., New York 7, N. Y.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

*Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

*Submarine Signal Co., 160 State St., Boston, Mass.

Superior Marine, 123 Barclay St., New York, N. Y.

RADIO TELEPHONES

- Aero-Marine Radio Laboratory, Stonington, Conn.
 Fisher Research Laboratory, Inc., Palo Alto, Calif.
 Harvey-Wells Electronics, Inc., Southbridge, Mass.
 *Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
 *Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
 *Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 *Marine Hardware Supply Co., 390 Atlantic Ave., Boston 10, Mass.
 Radiophone Corp., Los Angeles 15, Calif.
 Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
 *Sargent, Lord & Co., 42 Portland Pier, Portland, Me.
 Superior Marine, 123 Barclay St., New York, N. Y.

RANGES

- "Shipmate": Stamford Foundry Co., Stamford, Conn.
 Elisha Webb & Son Co., 135 So. Front St., Philadelphia 6, Pa.

REFRIGERATION

- *Baker Ice Machine Co., Inc., South Windham, Me.

REVERSE AND REDUCTION GEARS

- *Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
 *Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
 G. Walter Machine Co., 84 Cambridge Ave., Jersey City, N. J.

RUBBER BOOTS

- U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

- *Hodgman Rubber Co., Framingham, Mass.
 H. M. Sawyer & Son Co., East Cambridge, Mass.
 U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SHIPBUILDERS, BOATYARDS

- *Avondale Marine Ways, Inc., Westwego, La.
 *Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.
 *Camden Shipbuilding & Marine Railway Co., Camden, Me.
 *Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.
 *Diesel Engine Sales Co., Inc., St. Augustine, Fla.
 Electric Boat Co., Groton, Conn.
 *Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
 *Luders Marine Construction Co., Stamford, Conn.
 *Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

STEERING GEAR

- *The Edson Corp., 49-51 D St., South Boston, Mass.
 Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS

- Arguto Oilless Bearing Co., Philadelphia 44, Pa.
 "Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
 *Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

- Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
 *Hathaway Machinery Co., New Bedford, Mass.
 *New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WHISTLES

- *Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WIRE ROPE

- *Bethlehem Steel Co., Bethlehem, Pa.
 *John A. Roebling's Sons Co., Trenton 2, N. J.
 Wickwire Spencer Steel Division, Palmer, Mass.

The Sounding-Lead

(Continued from page 9)

oil into the coastal waters of the U. S. from \$2,500 to \$10,000 as the maximum, and from \$500 to \$1,000 as the minimum.

The House Public Works Committee is expected to report out the Taft-Barkley pollution control bill with either one or two amendments that will meet some of the objections of conservation agencies. The bill already has been passed by the Senate.

CONSUMER SURVEY—A preliminary

compilation of the receipts obtained from the fish consumption survey concerning the year 1947, conducted by the Fish and Wildlife Service, indicates that in the following cities the consumption of fresh fish varieties, as was found in the comparative study for 1946, was replaced largely by the consumption of frozen fillets: Atlanta, Ga., Butte, Mont., Cincinnati, Ohio, Cleveland, Ohio, Fall River, Mass., Indianapolis, Ind., Little Rock, Ark., Memphis, Tenn., Pittsburgh, Pa., Scranton, Pa., and Washington, D. C. In Milwaukee, Wis. and Tucson, Ariz., frozen shrimp is the number one consumption item which replaced the fresh varieties formerly consumed in these cities.

SHRIMP PACK—Despite continued

market disturbances resulting from the war and a fishermen's strike which prevented packing in one of the principal shrimp areas, the number of cases of shrimp packed under continuous inspection of the Food and Drug Administration increased materially last year. About 260,000 cases were packed in 21 plants, as compared to 161,228 cases packed in 27 plants in 1946. The cost per can for Federal inspection of shrimp and oyster packing was $\frac{3}{4}$ c, which was paid for by the packers with the exception of \$40,000 that was appropriated for this purpose.

FISH AND WINE—The Wine

Advisory Board of California has published a folder entitled "Fish Dishes With Wine", which will be distributed throughout the country and backed up with large advertisements in 125 newspapers in 65 cities. Representatives of the Wine Institute also will distribute wine and fish posters in retail stores nationally.

This is an industry tie-in which was started with the Wine Institute some months ago and is part of the National Fisheries Institute publicity campaign.

NFI MEETING—Plans for expanded

fish and seafood advertising and merchandising activities during the coming year were the major topic of discussion at the semi-annual Executive Committee meeting of the National Fisheries Institute, held in New Orleans, La. February 19 and 20. The Committee also discussed a number of important legislative problems pending before Congress, and made final plans for the Institute's annual convention.

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Closing date, 25th of month preceding date of issue.

MARINE BARGAINS

We are offering one of the best draggers on the Atlantic Coast. Built 1945, 65' O.A. x 61.1' B.P. x 17' x 9', moulded frames, oak—planking oak and yellow pine. 160 hp. MRD 8 Superior, 1200 rpm., 3:1 reduction gear. Ices 70,000 lbs. of fish. Full equipment. Hathaway winch, ship-to-shore telephone, direction finder, Fathometer. Crew of 7. Inspection invited; price on application. This is only one of the many draggers we have to offer, sizes ranging from 37' to 115'. Write, wire or telephone now. Knox Marine Exchange, Camden, Me.

OYSTER BOAT FOR SALE

Oyster boat, 64' x 18' x 5.8', Fairbanks-Morse Diesel, 60 hp., recently overhauled. Coulter-MacKenzie double drum, heavy duty hoist, 32 volt auxiliary generator, new batteries, C-O-Two extinguishers, new bilge pump, copper sheathed, (optional, Kaar direction finder and Jefferson telephone installed), Shipmate stove, running water, good quarters. Used as ocean quahauger and oystermfn. Fast, sound boat, 1200 bu. capacity. Price \$5950, not including telephone and direction finder. Blount Seafood Corp., Warren, R. I. Tel. Warren 2000 for appointment.

EX-MINESWEEPER FOR SALE

Ex-minesweeper, built in 1941, 97' x 22' x 9½', yellow pine hull, steel ribs and bulkheads. 400 hp. direct 400 rpm. Cooper-Bessemer 60" x 46" wheel. Eight tanks, hold 4,000 fuel and 4,000 gals. water, two 25 kw. Hercules generators, auxiliary G.M.C. compressor, heating plant, spare wheel and parts for all Diesels. New electric motors. Disconnected gyroscope and parts. Fully equipped for fishing and registered for same. Radiotelephone, Hathaway winch, 3,500'—¾" cable, doors, blocks, nets, etc. For additional information write or call John Rogala, Center Moriches, L.I., N. Y. Tel. Center Moriches 785M.

TRAWLER FOR SALE

For sale, trawler, fully rigged, now fishing, 63' long, 18' beam, powered with Caterpillar Diesel. Built in 1947. Reply P.O. Box 571, Fernandina, Fla.

SHRIMP TRAWLER FOR SALE

Shrimp trawler *Half Moon*, 3 years old, used very little, suitable for offshore fishing or for freighting fish. 65' overall, 19' beam, 6' draft, fish hold capacity about 60,000 lbs. Specially built by owner and of best material, 125 hp., 500 rpm. heavy duty Worthington Diesel, speed 12 mph., very economical. Complete shrimping equipment, ready to fish and in first class shape. Price, cash—\$25,000.00. Owner getting old, will retire. Contact Florida Shrimp Co., P. O. Box 1245, St. Augustine, Fla.

BOATS FOR SALE

A variety of good lobster boats and inshore draggers, several large deep-sea trawlers, some practically new with capacities of over 200,000 lbs. of iced fish. Freight boats, tow boats and harbor tankers.

A commercial boat of about any type to suit your requirements. Edwin B. Athearn, Marine Broker, Woods Hole, Mass. Tel. Falmouth 1715.

DRAGGER FOR SALE

Dragger 63' x 14' x 5', new 141 hp. marine engine, 4½:1 reduction. New nets. Boat in A-1 condition, ready to fish. R. L. Taylor, 2017 Hyatt St., Chester, Pa.

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

BIG SHARES COMING UP



**PROFIT TRIPS for Commercial Fishermen
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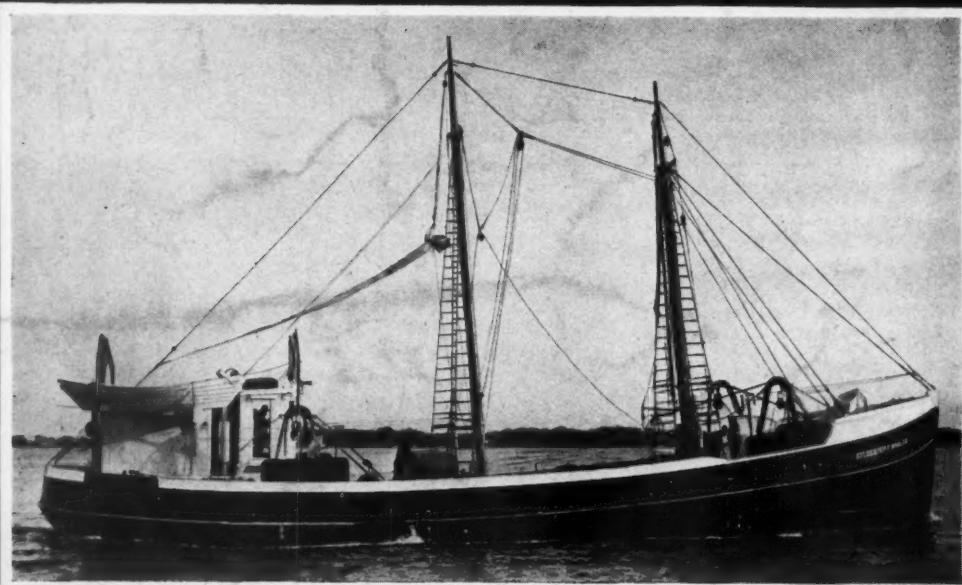
Bringing in the big hauls demands fast runs to and from the fishing banks . . . quick engine response handling nets . . . dependable engine protection!

Small wonder more and more commercial fleet operators are relying on Mobil Marine Service—lubricating their vessels with high-quality Gargoyle Marine Oils.

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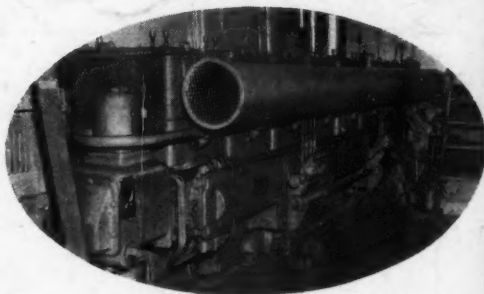


SYLVESTER F. WHALEN

Again it's Cooper-Bessemer power for a Burke-Brady dragger!

THE Sylvester F. Whalen is the newest addition to the fishing fleet owned by John J. Burke and William J. Brady. And, most of the vessels in this fleet are powered by Cooper-Bessemer Diesels. Their excellent all-around performance, backed by fine, cooperative service, just naturally meant another Cooper-Bessemer when it came to powering this new 99½ foot dragger.

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This compact, 8 cylinder, direct-reversing Cooper-Bessemer Diesel, rated 350 hp at 350 rpm, powers the Sylvester F. Whalen. This new Gloucester dragger, designed and built by Morse Boatbuilding Company, is skippered by Captain Freeman Corkum with Earl Amaro as Chief Engineer.

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